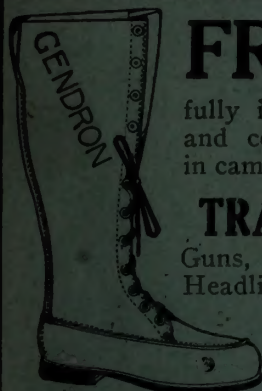


Canada Lumberman & Wood Worker



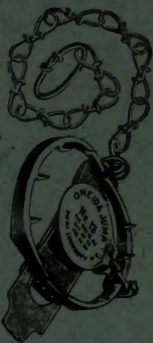
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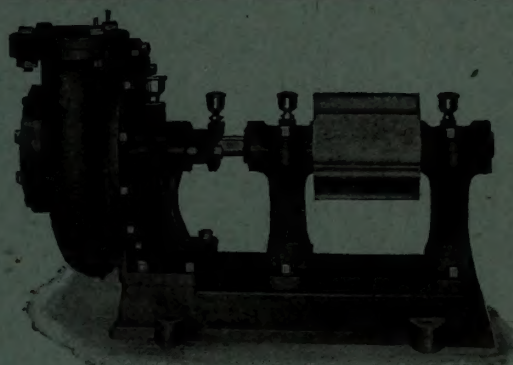
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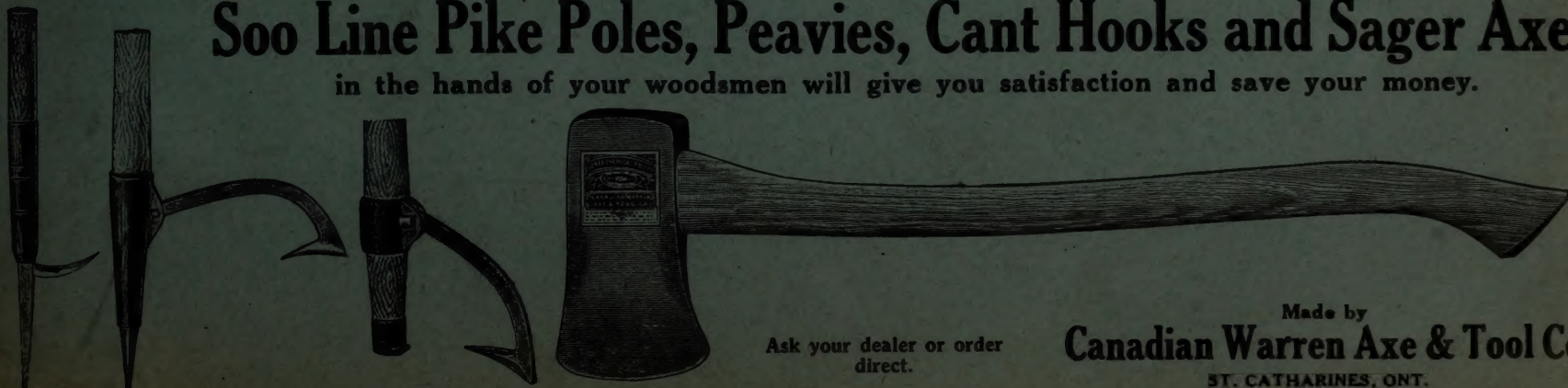
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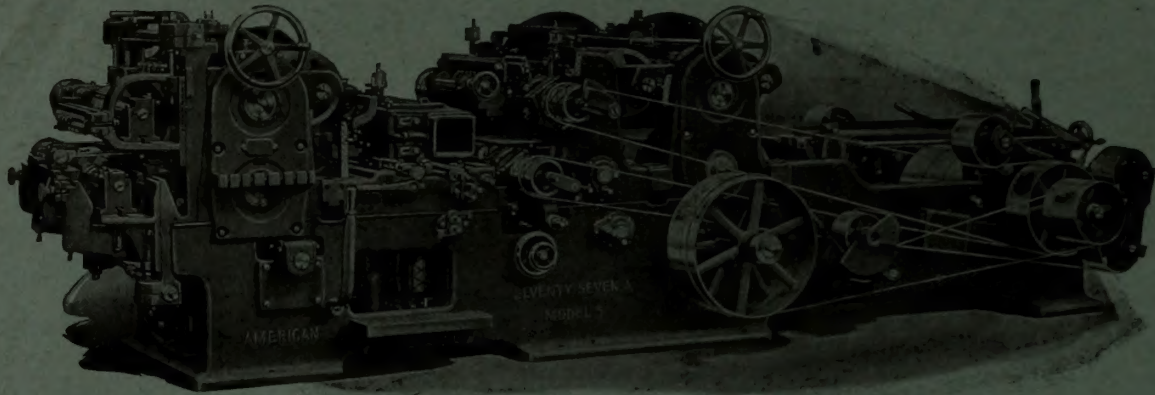


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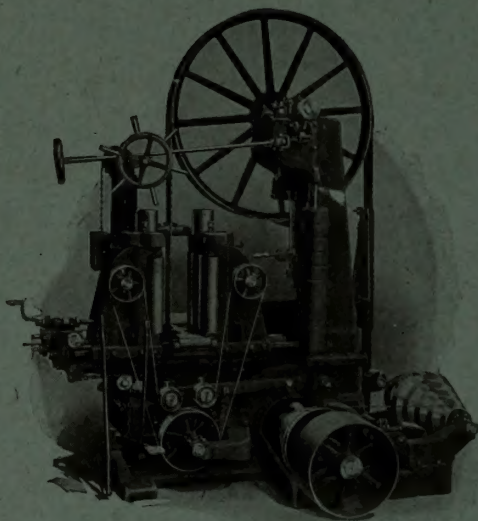
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2 x 8 x 10/13 Scant	44,600 ft.
2 x 9 x 10/13 Scant	175,100 ft.
2 x 4 and up x 6/9 Scant	5,590 ft.
1 x 4 x 10/13	185,800 ft.
1 x 5 x 10/13	103,500 ft.
1 x 6 x 10/13	159,000 ft.
1 x 7 x 10/13	89,000 ft.
1 x 8 x 10/13	48,300 ft.
1 x 9 x 10/13	9,400 ft.
1 x 4 and up x 6/9	48,700 ft.

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1 x 4 and up x 6/13	350,000 ft.
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2 x 3 and up x 8 and up	88,000 ft.
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4 x 5 and up x 8 and up	75,000 ft.

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2 x 6	10/16	3 x 7	12/16
2 x 7	10/16	3 x 8	12/16
2 x 8	10/16	3 x 9	12/16
2 x 9	10/16	3 x 10	12/16
2 x 10	10/16	3 x 11	12/16

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Ready for Shipment

8 x 8 to 16 x 16 16/32 ft.

Pitch Pine

6 x 8,	14/20
8 x 8,	12/20
8 x 10,	14/16
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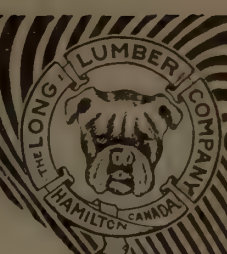
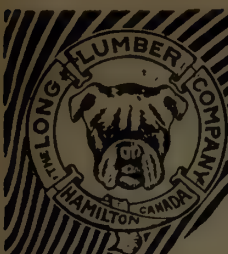
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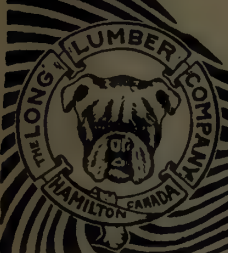
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WE extend to the trade our sincere wishes for a **GOOD NEW YEAR.** We hope that with the advent of peace our customers will enjoy a full measure of prosperity and happiness.

Thanking you for business in the past, we hope to serve you in the future. We can assure you an unfailing service throughout 1919.

The Long Lumber Company
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Complete equipment consisting of the following:

Mill Frame in good condition.
Garland Heavy Elastic Tension Band Mill with 8 ft. Wheels for 12 in. Saws.
3-Block 40 in. Carriage with Allis-Chalmers Offset.
Garland 3-Saw Edger, with two sets feed rolls.
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Stock on Hand for quick shipment

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8 x 10- 12/16'	30,000	8 x 12- 12 x 16'	14,000'
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SELL PRUDENTLY
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own business and keep these four points ever before you, Nineteen
Nineteen will be a**

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All thicknesses and grades in
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Any size up to 60 feet long

Select Grades a Specialty

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Having decided to discontinue saw mill operations at Penetang have the following machinery for sale. This machinery is all in operating condition and is open for inspection at Penetang, Ont.

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Extra heavy log haul-up works with inch round and flat chain, 128 ft. centres.
2—Waterous log unloaders or kickers, 3 arms, 10 in. cylinders.
1—Waterous log loader, 3 arms, 10-in. cylinders.
1—Waterous right-hand double cutting band mill, 11 in. saws, 8 ft. wheel, with 3-block carriage; 24 in. opening; Payette set works and dogs; 8 in. x 36 ft. steam feed.
1—Waterous double edger for 20-inch saws, lever shifter.
1—Payette double edger for 18-in. saws, lever shifter.
48—live rolls about 8 ft. long by 10 in. dia.; extra heavy, sprocket drive.
20—High cars with roller tops, 24 in. heavy wheels on 8 in. axles, standard gauge.
1—Mershon 4 saw gang resaw, takes squared cants or just one face, ideal machine to cut small logs and centres of large after good has been taken off.
1—Payette picket machine, made specially for shade roller stock, will feed pieces 16 in. long, also sorting table with chain top.
1—Rogers Iron Works circular resaw for making box lumber from slabs; fool-proof machine.
1—Payette edger for box and short stock.
1—Rogers twin circular or tie maker.
1—Payette lath bolter and lath machine.
1—Pair lath trimmers.
1—Picket trimmer (bunch trim).
Conveyor drives and chains.
Pulleys, gears, heavy line shafting and countershafting with bearings.
Send us your requirements.
We have a large stock of double and triple leather belting in widths from 10 in. to 46 in.

Power House Equipment

3—Return Tubular Boilers, Goldie McCulloch make, 66 x 16; Dutch oven settings, 85 lbs. steam allowance Ontario Government.
Breeching and smoke stack for above boilers, 50 in. dia.; newly painted, 600 ft. new 3/4-in. guy and plate for brick pier.
1—Northey boiler feed pump, outside packed, 8 in. x 6 in. x 12 in., for 8 in. suction pipe.
1—Pair Polson "Brown" type engines, coupled on quarters, 22 in. x 50 in., with 16 ft. x 48 in. belt, balance wheel. Excellent engines.
1—Pair American feed water heaters for above engines; 10 in., copper coils.

Filing Equipment

1—Waterous band saw grinder for 6 in. saws.
1—Baldwin retoucher for band saws.
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2—Reversible saw levelling blocks.
2—Chilled band saw anvils.
Hatchet band saw swages; Crescent circular saw swages; shapers and dressers.

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Booms and boom chains, 3/4, 1/2 & 3/8. Winches and other mill supplies.

Prompt shipments and bargains for quick sale. Will send all particulars and prices on application.

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Penetang, Ont.

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A Thought for 1919



Our stocks of - -

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are large, varied and high class.

We are at your service and
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PETRIE'S LIST of NEW and USED WOOD TOOLS

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Wood Lathes

20" Sidney, Famous
16" Chamberlain, back geared.
16" Canada Machinery Corporation.
16" Cowan.
16" Sidney, Famous, patternmakers.
14" Sidney, Famous.
2" x 36" Cowdry, gauge lathe.

Band Saws

36" MacGregor-Gourlay, circular resaw.
36" West Side, pedestal.
30" Cowan, bracket.
30" Goldie & McCulloch, bracket.
30" Ideal, pedestal (4).
27" Sidney, pedestal.
20" Sidney, pedestal.

Saw Tables

No. 2 Sidney, Famous, variety.
No. 2 Crescent, combination.
No. 6 Sidney, Famous, variety.
Ballantine variable power feed rip
Fisher, iron frame rip.
MacGregor-Gourlay power feed cut-off.
Greenlee automatic cut-off.
7' Fay, swing saw.
Vaughan, portable drag saw.
American, drag saw.
C. M. C. dimension saw.
No. 4 Canadian, pole saw.

Planers

30" Whitney pattern single surfacer.
26" double surfacer, with chip breaker.
24" Hermance, double surfacer.
24" Sidney, Famous, single surfacer.
24" MacGregor-Gourlay.
24" Champion planer and matcher, with moulding attachment.
24" Galt, planer and matcher.
18" Sidney, Famous, single surfacer.
16" Galt, pedestal, buzz.
16" Buzz, with slotted head.

Moulders

13" Clark-Demill four side.
12" Cowan four side.
12" Woods, four-side, inside.
10" Houston four side.
8" Dundas four side.
6" Cowan four side.
6" Dundas sash sticker.

Mortisers

Cowan, upright power.
Galt, upright, compound table.
No. 1 MacGregor-Gourlay upright.
No. 5 New Britain chain.
Fay, upright, boring attachment.
No. 2 Smart, foot power.

Clothespin Machinery

Humphrey automatic lathes (6).
Humphrey double slotters (3).

Miscellaneous

No. 30 Sidney, universal woodworker.
No. 58 Crescent universal woodworker.
No. 7 Sidney, post boring machine.
No. 100 Galt, post boring machine.
No. 920 C.M.C. post boring machines (2).
Fay, single spindle, boring machine.
Cowan moulder and panel raiser.
MacGregor Gourlay 12 spindle dovetailer.
Fay & Egan 12 spindle dovetailer.
No. 1 Ballantine dowel machine.
12" Canada Mach. Corp. sander.
24" Fay, double drum.
No. 2 Defiance belt sander.
Egan sash and door tenoner.
M135 Cowan, sash and door relisher.
No. 6A Fox wood trimmer.
2-spindle Cant-Gourlay shaper.
20" American wood scraper.
M63 Cowan spindle carver.
Hall, automatic shingle machine.
Boss automatic shingle machine.
No. 2 Dominion, lath machine & bolter.
No. 3 Defiance, rim and fellow round-ing machine.
No. 1 Defiance, automatic, spoke driver.
Linderman, automatic, glue jointer.

Wanted for cash, Machine Tools, such as Planers, Shapers, Boring Mills, Millers, Lathes, etc.

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Front St. West
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In All Sizes and Grades

We are Specialists in this Line—Write us.

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"For Immediate Shipment"

100 M. ft. 1 x 4 Mill Run Spruce, culls out.
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150 M. ft. 2 x 6 Mill Run Spruce, culls out.
20 M. ft. 2 x 8 Mill Run Spruce, culls out.
20 M. ft. 2 x 10 Mill Run Spruce, culls out.

15 M. ft. 1 x 3 Mill Culls, Spruce.
25 M. ft. 1 x 4 Mill Culls, Spruce.
15 M. ft. 1 x 5 Mill Culls, Spruce.
50 M. ft. 2 x 3 Mill Culls, Spruce.
35 M. ft. 2 x 4 Mill Culls, Spruce.
15 M. ft. 3 x 5 Mill Culls, Spruce.
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2 cars 1 x 5 Norway Pine Mill Culls.
3 cars 1 x 6 White Pine Mill Culls.
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500 Pcs. Spruce and Red Pine Piles, for quick shipment. 20 to 50 ft. long.

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Mills at—

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For Special Prices

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WINNIPEG, MAN.

Established 1905

F. N. WALDIE, President.

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Manufacturers of—

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Mills at Victoria Harbor, Ont.

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White and Red Pine, Spruce, Hemlock, Lath, Shingles, Boxes,
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Ready for Immediate Shipment

700,000 ft. $\frac{5}{8}$ Merchantable Spruce.
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100,000 ft. Good Canadian Oak; can. saw to order.
30,000 ft. $\frac{4}{4}$ Basswood, Log Run.
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Milling in Connection

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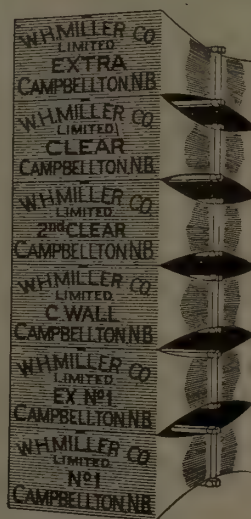
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White Cedar Shingles**

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Finish of all kinds including Mouldings. Fir, Spruce and Cedar Lath

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1 x 7 12/16 Good White Pine
6/4 x 7/up 12/16 Good White Pine
1 x 7/up 12/16 Good White Pine
6/4 x 4/6 12/16 Good White Pine
6/4 x 4/up 6/11 Good White Pine

1 to 3 in. Mill Run Norway.
1 to 2 in. Stained Outs C. and C. Face.
3 in. Mill and Dead Cull Norway.

Write for prices.

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Ottawa - Canada

Lumber - Lath - Shingles
Cedar Poles and Posts
Railway Ties - - Piles

Western Spruce or Soft Pine

Full Thickness and Width

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Any dimension supplied on short notice.

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FIR TIMBER and Finish, CEDAR SHINGLES and Lumber

Transit Cars of the above always on the Road

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Our new and efficient facilities make it possible to do your milling in transit quickly and at low cost. Prompt service is assured by three railway lines.

We are always glad to quote you very attractive prices and show you the quality of our work.

Ask Lumbermen who know and they will tell you to

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Renfrew Planing Mill
Renfrew, Ontario

Get Our Special Prices on White Pine Norway and Spruce

Dry Stock Ready for Shipment

JAMES G. CANE & CO., 411 McKinnon Building
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We offer you the Best Grades of WHITE PINE, SPRUCE, HEMLOCK, HARDWOODS

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Manufacturers of

WHITE PINE
RED PINE **SPRUCE**

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We carry a large stock of Fir Doors

One Panel	2'0" x 6'6"	1 3/8
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C. Beck Mfg. Co. Limited

PENETANGUISHENE, ONT.

Stock now in pile, dry:-

1 x 4 to 12 in. Mill Run White Pine.
5/4 x 4 to 12 in. Mill Run White Pine.
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2 x 4 to 10 in. Hemlock.
2 x 4 to 12 in. Norway.
1 x 4 to 8 in. Norway.
1 and 2 in. Mill Run Spruce.

Write for Quantities and Prices

REMEMBER OUR MILLING FACILITIES SAVE FREIGHT

J. B. Snowball Company

LIMITED

Chatham, N.B.

SPRUCE

Now ready for Shipment

100 M 1 x 3
150 M 1 x 4
150 M 1 x 5
200 M 1 x 6
100 M 1 x 7 &
up.

Mill Run
Culls out

This stock is fairly well air seasoned, some of it having been cut in 1917.

Also

200 M 2 x 4
700 M 2 x 5
500 M 2 x 6
100 M 2 x 7 &
up.

Mill Run
Culls out

With our Planing Mill and re-saw we are open for orders for stock manufactured to suit buyers and would be pleased to quote on application.

30 M 3 in. Cull Hemlock, which we can resaw and dress
2,000 M spruce laths.

Standing Timber

in Large or Small Blocks

FOR SALE

THE undersigned offer for sale, in large or small blocks all their remaining timber lands and town property situated in the town of Parry Sound, Ont.

We have sold quite a number of timber parcels but still have some good bargains left in Townships of McDougall, Foley, McKellar, Monteith, Carling, Christie, McConkey, Mills, Allen, Secord, Falconbridge and Street.

Special Prices

Special bargains in the Townships of Falconbridge and Street for small mills.

The Parry Sound Lumber Co.

26 Ernest Ave.

Limited

Toronto, Canada

REDWOOD

for Clear Finish, Mouldings,
Windows and Door Frames

Tank Lumber, Bevel Siding and many special uses

Write for descriptive booklets
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Sample lots and L.C.L. shipments from
our Chicago warehouse.



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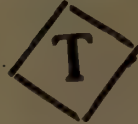
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KANSAS CITY



Alabama Hewn Oak Timber

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Specialties:

Timbers and Dimension

Office and Mills: Prince Rupert, B.C.

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Saw Mill Machinery FOR SALE

The following machinery is in good condition and is the balance of the Wm. Peter Estate Saw Mill at Parry Sound.

Write for quotations on any or all of this equipment.

1 right hand 3-Block Carriage, 40 inch, fitted with Payette set works, friction receder, 5 trucks, frame of carriage oak; never been used, except set works, which have been refitted; carriage built by E. Long Mfg. Co., Orillia.

1 Steam Feed, 10 inch dia., 36 ft. long, vertical valves; never been used since being installed.

Track and Flat (new).

1 Steam Nigger, Waterous Co.

1 Steam Loader, Waterous Co.

1 Steam Kicker, with shaft and arms.

1 right hand Champion Edger (Waterous Co.), 48 inches, 3 stationary saws, 2 movable saws.

1 left hand Hamilton Edger, 54 inch, 4 stationary saws, 1 movable saw.

1 Engine, 14 x 20 slide valve, Payette fly-wheel, 5 ft. diameter, 30 in. face.

1 Engine, 11 x 18, slide valve, Inglis & Hunter fly-wheel, 6 ft. diameter, 16 in. face.

1 Patterson & Berryman Water Heater.

Gordon Hollow Blast Blower, located in mill.

1 Ewart's Detachable Chain.

Special Heavy Forged Chain, about 800 feet.

We have also on hand Live Roll Drives, Pulley, Gears, Shafting, in addition to Filing Equipment, etc.

W. L. HAIGHT, *Barrister*
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Manufacturers of

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Lumber Lath Pulpwood

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Sawing
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U.S. Trade**WHOLESALE LUMBER**Spruce
Deals
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We are able through our many years of practical experience to offer you the best of Service and Satisfaction. We solicit your enquiries for all grades of lumber.

**International Land & Lumber
Company, Limited****Lumber, Railway Ties
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Limits and Mills: ST. FELICIEN, LAKE ST. JOHN DISTRICT, QUEBEC

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*Manufacturers***General Offices, East St. Louis, Ill.**

All users of Lumber are particularly interested in their source of supply and the service they should expect—OUR

16 MODERN SAW MILLS

Are on the job prepared to ship your requirements in

Long and Short Leaf Yellow Pine, Red and White Oak, Ash, Tupelo, Cottonwood, etc.

Genuine Louisiana Red Cypress

WE WANT YOUR BUSINESS

Structural Timbers
Railroad and Car Material
Our Specialties

KEEWATIN LUMBER CO., LTD.

Manufacturers of White and Red Pine, Spruce and Poplar Lumber, Boxes, Shooks, Lath and Ties.

Dry White Pine Uppers and Factory Plank

Dry White Pine Common Boards

Also BOX and CRATING STOCK
in PINE, SPRUCE and POPLAR

Saw Mills, Planing Mills and Box Factories at
Keewatin and Kenora, Ontario

Correspondence solicited

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New **RAILS** Relaying
12 to 80 pounds per yard.

LOGGING CARS

Jno. J. Gartshore
58 Front St. West, Toronto

OUR NEW TIMBER MILL

(Capacity 100,000 Feet Ten Hours.) NOW IN OPERATION

We solicit your enquiries for Heavy Construction Material and Yard Stock

ANY SIZE TIMBERS UP TO 100 FEET

Give us an opportunity to prove to you that we have earned a reputation for Quality and Service.

TIMBERLAND LUMBER COMPANY, LIMITED

Head Office: Westminster Trust Building, NEW WESTMINSTER, B.C.

Mills at South Westminster, on B.C.E.R.

Shipments by C.P.R., C.N.R., G.N.R., N.P.R., and C. M. & St. P. Ry.

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From the
FAR NOR' WEST

Direct to you

SOFT and WHITE

Small, Sound-Knotted Stock
Boards, Shiplap, Flooring, Siding
2 in. & 3 in. Planking

**TIMBER UP TO 40 FEET
for QUICK SHIPMENT**

Write or wire

Allen-Stoltze Lumber Co.

VANCOUVER, B. C.

Spruce, Hemlock, Pine and Hardwoods

Deals, Boards, Timber and Dimension material
of every description

Piling Ships Knees Ties

We are in a position to fill any sized order, and have
every facility for shipping either by rail or water,
making prompt shipments.

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HALIFAX, Nova Scotia

EXCELSIOR LUMBER CO.

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OFFER

F.O.B. Car Haliburton

100,000 feet 1 x 4 to 12—6/16 feet Hemlock, Log Run

60,000 feet 2x 4 to 10—8/16 feet Hemlock, Log Run

15,000 feet 1 inch Black Ash, Log Run

25,000 feet 1 x 4 to 8 Spruce, Log Run

12,000 feet 1 and 2 inch Elm, Log Run.

Dry Stock

Thurston-Flavelle, Limited

MANUFACTURERS OF

British Columbia Red Cedar Exclusively
Cedar Bevel Siding, Finish, V-Joint and Mouldings

Straight or mixed cars with XXX and XXXXX Shingles.

Stocks carried at Lindsay, Ont., for quick shipment.

Full particulars from our Eastern Agents.

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Quebec and Maritime Provinces Agents:

Mason, Gordon & Company, Montreal.

Head Office and Mills, Port Moody, B. C.

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Piled on our Buffalo Yard ready for Immediate Shipment

CHESTNUT.							
	5/4-2 in.	1 in.	1 1/4 in.	1 1/2 in.	2 in.	2 1/2 in.	3 in.
1st and 2nds...	1,000 ft	51,000 ft	12,000 ft	11,000 ft	38,000 ft	12,000 ft	10,000 ft
No. 1 Com.	1,000 ft	32,000 ft	42,000 ft	35,000 ft	55,000 ft	10,000 ft	8,000 ft
No. 2 Com.		18,500 ft	4,000 ft	3,200 ft	4,000 ft	1,200 ft	2,000 ft
CYPRESS.							
1st and 2nds...		24,000 ft	47,000 ft	40,000 ft	34,000 ft	33,000 ft	1,700 ft
Selects...		44,000 ft	36,000 ft	23,000 ft	72,000 ft	23,000 ft	33,000 ft
No. 1 Shop		13,000 ft	500 ft	600 ft	2,500 ft	2,400 ft	1,000 ft
HARD MAPLE.							
1st and 2nds...	3,500 ft	30,000 ft	27,000 ft	24,000 ft	83,000 ft	13,000 ft	16,000 ft
No. 1 Com.	1,000 ft	124,000 ft	14,000 ft	84,000 ft	190,000 ft	63,000 ft	59,000 ft
No. 2 Com.		12,000 ft	4,500 ft	5,000 ft	24,000 ft	2,000 ft	25,000 ft
SOFT MAPLE.							
1st and 2nds...	2,100 ft	14,000 ft	2,000 ft	9,000 ft	29,000 ft	23,000 ft	20,000 ft
No. 1 Com.	500 ft	23,000 ft	1,000 ft	9,000 ft	5,400 ft	3,300 ft	30,000 ft
No. 2 Com.		1,500 ft	700 ft	800 ft	11,000 ft	500 ft	12,000 ft
PLAIN RED OAK.							
1st and 2nds...	6,400 ft	69,000 ft	24,000 ft	44,000 ft	85,000 ft	56,000 ft	35,000 ft
No. 1 Com.	14,000 ft	107,000 ft	52,000 ft	64,000 ft	119,000 ft	61,000 ft	24,000 ft
No. 2 Com.		46,000 ft	1,500 ft	3,200 ft	13,000 ft	10,000 ft	7,000 ft
PLAIN WHITE OAK.							
1st and 2nds...	2,400 ft	16,000 ft	7,000 ft	13,000 ft	54,000 ft	30,000 ft	60,000 ft
No. 1 Com.	3,900 ft	55,000 ft	20,000 ft	17,000 ft	356,000 ft	237,000 ft	211,000 ft
No. 2 Com.		53,000 ft	3,500 ft	3,600 ft	46,000 ft	15,000 ft	36,000 ft
IMPLEMENT GRADE WHITE OAK (free of heart)							
	50,000 ft. 1 1/2 in.	200,000 ft. 2 in.	70,000 ft. 2 1/2 in.	100,000 ft. 3 in.	45,000 ft. 4 in.		
SOUND SQUARE EDGED WHITE OAK							
	About 500,000 ft. 2 in. and 3 in. x 6-8 in. 10 in., 12 in. and up to 10 x 10 in.						

We also carry a nice stock of Ash, Basswood, Cherry, Gum, Hickory, Quartered Oak, Poplar or Whitewood, Crating, etc.

A Few Miscellaneous Cars We Wish to Move

1 car 1 in. 1 and 2 White Ash.
 1 car 1 1/2 in. 1 and 2, White Ash.
 1 car 2 1/2 in. 1 and 2 White Ash.
 1 car 1 in. No. 1 Com. Wh. Ash.
 1 car 1 1/4 in. No. 1 Com. Wh. Ash.
 1 car 1 1/2 in. No. 1 Com. Wh. Ash.
 1 car 3 in. No. 2 Com. Wh. Ash.
 1 car 1 1/2 in. No. 1 Com. Beech.
 8 cars 2, 2 1/2, and 3 in. Beech and Maple Road Plank.
 2 cars 1 in. No. 1 Com. Cherry.
 1 car 1 1/4 in. No. 1 C. Cottonwood.
 2 cars 3 in. 1 and 2 Elm.
 2 cars 3 in. No. 1 Com. Elm.
 1 car 1 in. 1 and 2 Pl. Red Gum.
 1 car 1 1/2 in. 1 and 2 Pl. Red Gum.
 1 car 2 in. 1 and 2 Pl. Red Gum.
 1 car 1 in. 1 and 2 Poplar.
 1 car 2 1/2 in. 1 and 2 Poplar.
 1 car 1 1/2 in. Sap and Sel. Poplar.
 1 car 1 in. C. and B. Sycamore.
 1 car 1 in. No. 1 Com. Walnut.
 1 car 1 in. No. 2 Com. Walnut.

The demand for Hardwood Lumber will undoubtedly be extremely large as soon as business gets under way on a peace basis.

Production is about 50 per cent. of normal and will remain so for a year or two at least.

A few months of normal business will take every stick of dry hardwoods in the market.

This lumber is here in our Buffalo yard—ready for immediate shipment. Why not let us send some of it to you now while (in most cases) permits can be obtained? Upon what can we quote you?

Would also appreciate your inquiries for Ash, Basswood, Gum, Hickory, Quartered Oak, Poplar (or Whitewood) and Sound Beech and Maple Planking.

Your enquiries will receive our careful attention.

Blakeslee, Perrin & Darling

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An economy too large to postpone



OBERVE the big part of every cord of wood wasted where wood is barked the old way. All your wood goes into pulp when you use the barking drum pictured above.

Write today for the figures

If your mill barks wood the old-fashioned way, let our engineer tell you the actual saving our method will accomplish in your mill. It will in no way obligate you to get the facts.

TWO of these men and our barking drum will release all the rest for other work. The annual saving reaches an astonishing figure. Labor is scarce. Investigate this short-cut.

Fibre Making Processes Inc., 440 South Dearborn St. Chicago

SIMONDS

SAW STEEL PRODUCTS

In The Small Saw Mill

Here, as well as in the large mill the economical superiority of Simonds Saws is easily demonstrated. They hold their cutting edge; they saw true; they make high grading lumber. These things mean profit to any millman. Write us about the saws you want.

Simonds Canada Saw Co. Ltd.

"The Saw Makers"

Montreal, Que.

Vancouver, B.C.

St. John, N.B.

Feeding the Camp

IF that is your problem, remember that it is our business, too. We do a tremendous lumber camp trade and are fully acquainted with the food requirements of logging camps. We shall be glad to quote you on any lines you need this year, and will submit special quotations if you will drop us a card. We can supply you with all that's best in provisions and fresh meats, and give you a service you will appreciate.

**WRITE OR WIRE US AT OUR
EXPENSE—TODAY**

**LONG CLEAR BACON
BARRELED PORK
SAUSAGE
DAVIES PURE LARD
"PEERLESS" SHORTENING
MINCEMEAT, ETC.**

THE DAVIES COMPANY
WILLIAM LIMITED

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WINNIPEG

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and Woodworker

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"The Canada Lumberman and Woodworker" is published in the interest of, and reaches regularly, persons engaged in the lumber, woodworking and allied industries in every part of Canada. It aims at giving full and timely information on all subjects touching these interests, and invites free discussion by its readers.

Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

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Vol. 39

Toronto, January 1, 1919

No. 1

Review and Preview of the Lumber Situation in General

With the close of one year and the beginning of another there are always many thoughts surging to the front, not only by reason of the historic associations and festive celebrations, but also in regard to business prospects and manufacturing outlook. With most enterprises the inventory period is now at hand and stocktaking is in progress with manufacturers, wholesalers and retailers. The situation at the present time is fraught with much interest owing to the termination of the war, the reversal of the uses to which wood has been put, the return to ordinary channels of distribution and demand and the bright perspective for export trade.

Every effort is being made by Canadian lumbermen in conjunction with the new Trade Mission at Ottawa and the Canadian Mission in London to ascertain the classification and kinds of wood products required for reconstruction purposes in the Old Land. As soon as this information is forthcoming and it is definitely known what Canada is in a position to supply, in what quantities and when deliveries can be made, as well as ocean tonnage provided, the lumber industry may expect to hear of something very much to its interest.

Much discussion is now going on with regard to the best methods of getting after export trade, how the lumbermen should come together and act as a unit, what the price prospects are for the coming season, when conditions will return to normal, what will be the extent of logging operations during the present winter, and whether prices will fall early in the summer and building operations be unusually active? So much is heard on this subject and from so many sources that it is difficult to analyze the situation and present anything like a clear, authoritative and comprehensive review. On the whole, however, a spirit of confidence prevails and there is every reason to believe that the lumber industry in Canada will enjoy during 1919 one of the best years in its history. Everything points in this direction and from information secured by the "Canada Lumberman" from different representative centres, there is only one opinion

expressed and that is, values will be maintained, at least, for several months, that woods operations this year will not be as extensive as last, when there was a general reduction of 25 to 33 1/3 per cent.

In view of the strong market that is likely to develop and the splendid foreign demand it may be asked why manufacturers are adopting a rather conservative attitude instead of branching out to the fullest extent and producing as much lumber as it is possible for their plants to turn out. There are several reasons why production will be restricted and over these the lumberman has no control. In the first place the release of labor by reason of the close of the war and the shutting down of munition plants, did not come in time to be of much practical benefit in woods operations. Generally all the cutting is done by January 1st and much of the labor was not released until early in December, whereas had such help been available in August or September a great improvement would have been witnessed in the output.

Another fact which interfered materially in the situation was the outbreak of influenza in October and November, which placed operations, in many camps, at a standstill, and drove men out of the bush by the hundreds. Several of these have never returned. This fall has been a particularly trying one by reason of incessant rains and the amount of water lying in the bush, all of which impedes cutting. Wages have shown no tendency to come down and will not likely be affected until the scale of living expenses is lowered. Many manufacturers feel that economic conditions will readjust themselves in time, but there is no disposition to interfere in the wage question at present, until clothing, rent, provisions and other supplies grow very much less in cost. The only thing that can be done is to see that the most efficient help is engaged for the wages paid, while from this out there will be a wider selection of efficient woodsmen.

The past year has been a trying one in many respects, with costs growing all the while and many other difficulties to contend with, yet the lumberman has come through it all with credit to himself. He has shown that during the war period he played his part and played it well in view of the many unusual situations which he had never encountered in the history of the industry. While the price of the finished product did not keep pace with the increasing cost of production, and the advance in lumber compared with the increase in values in all other materials was relatively small, the condition to-day is not one that should alarm. On the other hand the future is full of promise. Expansion should be the watchword and if alert and aggressive the trade as a whole should enjoy during the coming year one of the most successful and prosperous periods ever witnessed.

The Mutual Protection of Both Wholesaler and Retailer

The question of where wholesaling ends and where retailing begins and who are legitimate members in the ranks of each body will always be one that arouses a certain amount of difference. By co-operation and mutual concessions much may be done to eliminate frequent causes of irritation and misunderstanding. From the retailer is heard complaints now and then against wholesalers selling stock to certain parties who are by no means entitled to the benefit of the prices at which lumber can be purchased in carload lots. The same observation applies to shingles, lath, posts and other lines. It is generally recognized that the wholesaler is a vital and important link in the marketing of the products of the forest, that he performs a distinct service, opens up new fields of business and renders valued and timely assistance in ways that only a large concern with a highly organized selling force could plan and provide. The wholesaler is also the natural outlet for the product of the small mill man and a ready reference and friend in time of need to the manufacturer in other lines or retail lumber dealer who wants a certain line of stock and does not know where or how to get it. It is conceded that the function, service and status of a legitimate wholesaler has proved one of the best mediums in the distribution of lumber, the projection of wider fields, eliminating waste and establishing new and varied

uses for wood. It is, therefore, not pleasing to read in reports of retailers' gatherings that a few wholesalers apparently do not adequately recognize the work and worth of the retail dealer who is up against stiff competition and has to maintain a large stock, convenient premises, and render a service that is supposed to meet the needs of everyone in his section requiring anything in the building line.

Lumber is generally the only source of revenue which the retail lumber merchant has. Of course, some of them carry coal, but, generally speaking the disposing of lumber is his sole business, along, of course, with shingles, posts, doors, sash and trim. The retail lumberman does not trench upon the sphere of activity of the hardware man, the blacksmith, the miller or the wagon maker, yet these gentlemen will now and then handle a carload of posts, shingles, or put in a small stock of lumber which not infrequently is slaughtered in price. The conviction thus gains ground in the minds of some that the legitimate retail dealer is making enormous profit. Too often the men doling out these side lines do not care whether they clean up a dollar on them, as the handling of such goods possibly serves as an advertisement and develops activity in other lines. It is like the bargain counter at a departmental store or the wiping out of certain merchandise in a retail business. It is expected with these baits enough trade will be done on other commodities to offset any loss through the cut price feature in a few departments. This move is regarded as an excellent publicity plan—a service, as one blacksmith getting in a carload of shingles recently called it.

It seems to be the general opinion that a wholesaler should not sell any consumer of lumber who does not buy in full carload quantities. It is not fair to the regular retail lumber dealer who maintains a yard and office that he should be up against competition with the liveryman, the miller or the hardware merchant. He would not be if wholesalers observed the legitimate channels of distribution. Happily the complaints are few, and when local associations are formed, if the offence is repeated in any community, the trade can unite to strike the name of the offending wholesaler off the list. This will probably bring him to time. Some complaints have been investigated, and gradually the trouble, which existed to a considerable extent a couple of years ago, is being removed.

Wherever a retail dealer recognizes the wholesaler as a legitimate factor in sales and distribution surely that wholesaler, on the other hand, should take every step to protect the interests of the retailer who is just as essential in his line and equally as important a link in merchandizing. The interest of the two go hand in hand, and what injures one injures the other. It is only by unity, complete understanding and mutual concessions that the highest good of all can be achieved. The trade relations committee in connection with the Wholesale Lumber Dealers Association, is making progress, and it is understood will meet a similar committee at an early date from the Ontario Retail Lumber Dealers Association and a satisfactory adjustment of this vexed question will likely be reached.

The Proper Basis of Accounting and What it Means

The question being asked by many is what will be their profits in the lumber business in 1919. This is almost as interesting and pointed a problem as the volume of trade which will be done, the prices that will prevail and the outlook for the industry generally. With the period of readjustment more attention is given than ever to values and the cost of doing business. The lumber manufacturer will tell the wholesaler that his costs have gone up very materially since the war and are still advancing, and that operating expenses today are from ten to fifteen per cent more than during the corresponding period last year. The reason for this augmentation is the higher wages prevailing in the camps and the increase in the outlay for supplies which are bought in large quantities. Then there are added towing and driving disbursements, freight rates, costlier machinery, heavier taxes, etc. The retail lumber dealer has to face exactly the same situation. He finds that his fuel bill is much heavier, the cost of his belting and other machines ascending all the while, his taxes are excessive, while rent, cartage, insurance, business assessment and

everything else along with wages of his office staff, superintendent and foreman have been advancing month by month. It has been found impossible to keep down expenses to anything like a minimum. The consensus of opinion is that it costs the retail lumberman from 5 to 10 per cent more to do business to-day than it did a year ago. Some say that they have been able to get a price out of the finished product commensurate with rising costs. Others affirm that this has been impossible owing to the demand slackening on certain lines, and that it was necessary to keep down quotations in order to dispose of these slow-moving articles.

The "Canada Lumberman," during the coming year will devote considerable attention to the cost of doing business, the method of computing profits and other vital matters in connection with the financial problems of the lumber trade, in its various branches. We believe that a proper and efficient cost accounting system—one that is simple, comprehensive and effective—is a prime requisite in the success of any undertaking, great or small. With this object in view we present in this issue the first of what we hope will be a series of helpful and timely contributions on proper cost accounting. The special article refers particularly to woods operations, showing various accounts, forms and entries that should be used and how many economies and much overlapping and duplication may be effected by a system of accounts and the preparation of costs that will give the information desired at any time. The plan also shows the expenditures and disbursements, the cost of labor, supplies, etc., the stock of timber taken out, the men's time, outlay for wages as well as a monthly checking system. In fact, it is believed that if the system outlined by the writer is definitely and conscientiously followed, it will tell the operator practically everything that he wants to know and when, where and why.

Editorial Short Lengths

Writing to the "Canada Lumberman" an enthusiastic member of the new district branch of lumber retailers, which was recently formed at Orangeville, Ont., says that he believes the formation of local groups is a capital idea and will create a spirit of friendly co-operation among those engaged in a similar line in neighboring towns. Frequently local matters can be dealt with and a satisfactory settlement reached. These local branches will be live feeders to the provincial organization and after giving preliminary consideration to many matters can present for the deliberation of the larger body the decision which has been reached or the course that it deems best to pursue.

There is no uncertainty regarding the attitude of the pulp and paper industry, one of the leading national activities of the Dominion. It is expected that the exports this year will reach \$100,000,000, which will do much to keep Canada's trade balances on the right side. That there must be "no truck or trade" with the enemy or no half way measures pursued, the Executive Council of the Association lately passed a resolution which, in force and directness, speaks for itself. Copies of the resolution have been printed and freely distributed among allied trades.

The bulletin, which appears in red and white, and may be seen displayed prominently in offices, factories and work shops, is headed "No German-Austrian Goods Wanted Here." It reads:

Whereas the state of war existing between the British Empire and the Central Powers of Germany and Austria has demonstrated to the world the utter impossibility of reconciliation until such time as a change of mental attitude is shown towards the accepted standards of moral and commercial decency.

Be it resolved that every pulp and paper manufacturer of Canada shall be asked to refuse to purchase any goods of German or Austrian manufacture and that the strictest scrutiny shall be given to all goods stated to be of Swedish, Dutch or Swiss origin, and

Further, that every purchasing agent shall be notified of this resolution.

Be it also resolved that a copy of this resolution be forwarded to all Allied Trade Associations with the request that it receive similar attention.

Canada Must Go After Export on Big Scale

Definite Co-operative Move for British Reconstruction Requirements Must Be Launched Direct, Declares Major-General McRae in Clarion Call



Major-General A. D. McRae, Vancouver, B.C.

"Canada can get large orders from the British government but it is imperative that united, aggressive action be taken at once. Ordinary business methods and the usual channels must be radically changed and a definite, determined move made by the industry as a whole. The Canadian manufacturers must unite and state positively what they can supply in the way of the products of the forest and set forth in detail the grades, dimensions and quantities. There should not be a moment's delay, as so-called neutral countries, such as Norway, Sweden and Finland, which are situated close to the British Isles, are already negotiating for the lumber requirements for the reconstruction of Europe.

"There must be co-operation and unity between all the provinces of the Dominion in furnishing building materials for the Mother Country in the great reconstruction programme, and the business should be done on a unit basis, through the federal authorities at Ottawa. I cannot emphasize this point too strongly. The lumber yards of Great Britain are drained practically dry and a great future awaits the lumber industry of Canada in the matter of export business, but to 'cash in' on this demand requires something much more than isolated effort, the sending of special trade representatives or the customary negotiations," declared Major-General A. D. McRae, who was in Toronto recently after being overseas for several years, in an interview with the "Canada Lumberman."

Major-General McRae was former Quartermaster-General of the Canadian forces and recently chief of staff under Lord Beaverbrook on the British Ministry of Information. He has resigned from the army and is once more in mufti and will spend the winter in Mexico. Major-General McRae is former vice-president and general manager of the Canadian Western Lumber Company, Fraser Mills, B.C., in which organization he is still largely interested. The Fraser Mills are the biggest in the British Empire and as a lumberman Major-General McRae speaks with knowledge and authority, broadened by his long overseas experience and close observation of conditions abroad.

The Field Marshal of Canadian Industry

Continuing he said: "The Minister of Trade and Commerce for Canada must be the field marshal of industry for the Dominion, and must have the capacity to fill that position. The lumber manufacturers of this country should get together without the loss of a moment and advise just how much lumber they can supply the Old Country. Then the order must be placed through the Government Trade Board at Ottawa direct with the Imperial Government. Owing to the splendid part played by Canada in the war and the achievements of her soldier sons on the field of battle, there is every disposition on the part of the Imperial authorities to favor the Dominion at the present time.

"Where the individual deals direct with reconstruction orders, there will be much uncertainty as to his getting the required tonnage, but where the business is placed by our Government direct with the Imperial Government, the latter will naturally see that tonnage is provided for their reconstruction materials, and in this way, Canada will get a preference as regards tonnage for all her exports, which is of the utmost importance for the next two years at least.

"The main thing, as I have already stated, is for the lumber manufacturers to get together. Let us say, for instance, that they can supply a billion feet of lumber for export during the coming year and the same quantity the year following. Of this amount the West might agree to furnish three or four hundred million feet, and the other provinces the remainder. An agreement should be reached as to standard sizes, grades and kinds, care being taken by Western interests so that as large a percentage of the log as possible may be

used. The amount which each firm or section can provide should be definitely known to the Trade Mission which is being formed at Ottawa to act in conjunction with the Canadian Mission in London.

Coping with the Period of Reconstruction

"The question of available quantities positively settled, Canada can then go to the Imperial Government and put the facts clearly before them and ask for these orders as being essential in successfully coping with the period of reconstruction in this country. In my judgment the Imperial Government is prepared in connection with reconstruction orders to take, under the mantle of Imperialism, her Dominions to the extent to which they may be able to supply her requirements, and while this would not be termed a preference, in reality it would be a preference of the most pronounced and material kind, and when once established may form a precedent which may be of inestimable value to our industry."

"Individually, it is impossible to compete with other countries, but collectively our lumber manufacturers can be successful. The need is great, both in regard to the stock desired for the housing plans abroad and for proceeding about this business on a thorough, national basis."

"Look at the manner in which contracts for munitions have been placed in the Dominion for the British Government through the agency and activities of the Imperial Munitions Board. There has been no friction and no misunderstanding and millions have been expended. Each firm that was in a position to cater successfully to the requirements of the situation received its proportion. Now let the process be reversed and Canadian lumber manufacturers act unitedly and co-operatively, on a basis of mutual understanding, through the Trade Mission at Ottawa in all negotiations with the Imperial authorities. The time is ripe for action. We cannot sit down and let the developments of the future dictate what shall be our course and policy in this important matter."

Deal Direct with Imperial Authorities

"The Canadian Government through its Prime Minister should deal direct with the British Premier as to Canada's needs and the part of Britain's reconstruction requirements which Canada is in a position to supply and point out that this business is necessary to enable us to successfully meet the abnormal conditions which we must face in the next two years owing to our prolonged anticipation in the war. It remains for our government to push for and establish with Great Britain the principle that British reconstruction requirements should be placed within the Empire so far as the Dominions are able to supply them.

"Every effort should be made at standardization, and if this is done, I firmly believe that Canada will secure not only all that she asks in the way of supplying lumber for the great housing schemes in the Old Land, but also for doors, sash, windows, and interior trim, which will prove a great boon to the woodworking industries of the Dominion. A trade preference, about which so much has been heard, will, in all likelihood, come later on, but just now the chief problem to be met and solved is proceeding in the matter of getting foreign business on the plan that I have outlined. All questions of special representatives, dealing through timber brokers, commission men and heads of departments must be thrown to the wind. Other countries are awake, as I have stated, and, unless the Canadian manufacturers of lumber are prepared to co-operate at this juncture and put the issue squarely before the British Government and a clear cut, specific understanding arrived at, Canada will, notwithstanding the prestige and pre-eminence which she now enjoys in Imperial circles, find herself out in the cold."

Other Countries are Hard at Work

The business will be placed through the usual departments and will revert to the well established and strongly reinforced pre-war channels, in which event so-called neutral countries and the United States will get the great bulk of it unless we are aggressive. It will be readily appreciated that the lumber firms and brokers representing the lumber interests of the nearby neutral countries are not asleep, but are hard at work and fully expect to offset the preferential desire which Great Britain has for the commodities from her Dominions, by a lower price in dollars and cents, which their close proximity to the markets of Great Britain, with the resulting economy in tonnage, enables them to make.

"We have to anticipate the requirements of the reconstruction

period and find out what our ability is, and then our Government should apply for the job and rest assured, we will get it. We need big, business administration. I have had exhaustive conferences with many British industrial men, and they all say there are plenty of contracts for us if we go about this undertaking in the right way. Britain will be our principal buyer and desires to purchase standard lines in large blocks. The officials who negotiate the Canadian business must be men with authority, intelligence and high standing, backed up by a knowledge of what we have and can supply."

The Arrangement of Financial Matters

"We should carry on our negotiations with Great Britain and let her supply the requirements of France and Belgium, as she undoubtedly will, and our government could no doubt easily arrange any financial matters which might be necessary in connection with our exports to the Motherland. Personally, I think so far as the lumber business is concerned, Great Britain's requirements for the next two years will be more than Canada can supply, but let us 'grab it all' to the extent that we can, and, if their requirements are not sufficient, undoubtedly the needs of France and Belgium can be utilized to some extent, although I am inclined to think we can let the United States and neutrals have the other European requirements, which will be on

a competitive basis. The idea that manufacturers have no cause to worry and that there will be more than enough orders to go around is the greatest folly. The capacity of United States plants alone could supply European requirements."

The Day of Small Matters is Over

Concluding, Major-General M. Rae declared that this is not the day for small deals, close competition and petty misunderstandings; that the Dominions have shared in common with Great Britain the sacrifices of war and now the people of Great Britain are only too willing to show the Dominions such consideration as is necessary to enable them to successfully carry on during the period of reconstruction which is at hand."

"As for the lumber business, an opportunity is presented such as only the war could make possible. We can lift British requirements entirely out of the hands of the wholesalers and brokers who, in the past, have placed the trade (almost entirely) in every portion of the world except the Dominions. Let us supply British requirements so far as we are able for the next two years, and thus firmly established in the markets of Europe, we have reason to hope for further exports of Canadian lumber on a greatly enlarged scale."

"Something Overlooked" in the Peace Terms

Major Streight Who Is Leading Retail Lumberman and Military Man Would Have All Silent Guns in Germany Removed--No "Object Lessons" Left



Major J. E. L. Streight, Islington, Ont.

Major J. E. L. Streight, lumber merchant of Islington, Ont., who captained the first 200 men leaving Toronto at the outbreak of the war, and was for three years a prisoner in Germany, knows the temper, treachery, conceit, selfishness and meanness of the Hun as only those do who have suffered from bitter experience and direct contact.

At the banquet tendered the members of the Ontario Retail Lumber Dealers' Association, held at Toronto in September last, Major Streight, who was taken captive after the battle of St. Julien, thrilled his hearers with the recital of the diabolical treatment which he and other Canadians received.

Major Streight is an enthusiastic member of the O. R. L. D. A., and is as aggressive and en-

ergetic in business as in matters military. He believes that unless the coming peace conference changes the morals of Germany it will have failed in its ultimate objective. The guns now displayed in the public squares and parks of Germany, which once belonged to Britain and France in this and previous wars, should be entirely removed and made a term in the final peace treaty, so that the youth of that country may not be "inspired" by the presence of these relics or have their imagination or ambition any longer stirred by the past associations, achievements or deeds of their sires or grandsires.

On this point Major Streight writes:

Kill German Arrogance and Falsehood

The coming together of delegates from the Allied Nations, about the peace table at Versailles, is bound to be one of the most momentous happenings of all time.

The rulings of this peace conference may change the map of the world, but unless the rulings and the results combine to change the morals of the world—beginning with Germany—the peace conference will have failed in its ultimate objective.

The demands so far made upon Germany by the Allies are so spectacular and bulk so largely against a possibility of her ever again becoming a world menace that we forget that in the mere material shearing of Germany we shall not have clipped therewith her spirit unless we snip deep into that whereon her spirit grows—German arrogance and falsehood.

For example: There are scattered throughout Germany to-day guns which once belonged to Britain and France, in this or previous wars. These guns are displayed in prominent squares and the public

parks and no German long-range gun was ever more dangerous to Paris than are these silent guns of our Allies in the land of the enemy. Their silent appeal to the German youth, bred for generations to militarism, could not foster forgetfulness in the generations to come.

But these trophies are not there as silent reminders of the fatherland's victories—real or so-called—they are made to speak, and that most forcibly. It is part of the German "youngsters' education to be taken to these relics by trained instructors who explain to them from a German point of view—always a German point of view—how such hated relics come to have a place in the great fatherland.

During the early years of this war, when "Gott strafe England" was the common voice—we cannot say "prayer"—of Germany, England was the most hated of Germany's enemies. To juvenile Germany these object lessons were explained somewhat as follows:

"Behold, young Germany, the cannon with which our enemy tried to kill us! But the Almighty fights on the side of the great fatherland and He has willed that the arrogant nations of the earth who seek to make war with us, a peace-loving people, **they must perish forever from before our face.** Gott strafe England!" And young Germany, quick to learn, piously responds, "Gott strafe England," and there is taught him that first lesson in falsehood and hatred which later, had the war lasted long enough, would have blossomed into further atrocities such as have already shocked the world.

Perhaps another lesson would be something like this: 'Behold, you sons of this great fatherland, how the greedy English were jealous of our growing power on land and sea! For do we not spread through all lands and over (he meant 'under') all waters? Is our flag not the flag of power unmatched, and could we not eat up these English dogs, were we not such a peace-loving people? But when provoked too far, even our great fatherland must fight, and Gott mit uns, we are going to win. Yes, we have already won. See these guns, they do not lie. How else could they rest in the great fatherland, did we not have bigger guns and better guns than the piggish English, and if 'Gott' was not on our side?"

Maybe it is a French gun. "The French! Nein! They are but a feeble folk and would long ago have been licked up as the dust before our valiant armies but for those beastly English—Gott strafe England! The great fatherland has eaten up his enemies once. See? Let the guns speak—'We are the guns which fought against the great fatherland in 1870, but we could not hope to stand against invincible might; and soon there will be other guns coming from the French front to join us, for France can never hope to win against this stretching giant, Germany!' Yes, children of Germany, Germany IS stretching herself, not because she wants to, but because she is forced to it; and when she does—God pity England and France."

The "object lessons," so-called in Germany, do not so far come under any clause of the Peace Treaty and yet, to take Germany's ships and Germany's freight cars, Germany's money and Germany's guns, and leave in Germany these guns—"object lessons"—relics of this or other wars, is like trying to cure a cancer by treating the surface indications rather than by eradicating the roots.

Lumbermen Oppose Railway Demands

Wholesalers Aroused Over Extra Exactions by Carrying Companies—Lists of Unsold Stocks will be Compiled and may be Exchanged

The monthly meeting of the Wholesale Lumber Dealers' Association, Incorporated, was held at the Albany Club, Toronto, on Friday, December 13th, and was one of the most interesting and best attended meetings which the Association has held. Mr. A. E. Clark occupied the chair, and there were also present at the meeting, Mr. O. C. Beale, of Australia, past president of the Associated Chamber of Manufacturers of Australia, and vice-president of the British Imperial Manufacturers' Organization; and Mr. Hugh. Macdonald, Assistant Secretary of the Canadian Manufacturers' Association.

A number of important matters were dealt with by the members. One of these grew out of an announcement by the Chairman that the Canadian railways had applied to the Board of Railway Commissioners for Canada for permission to increase the stop-off charge in connection with shipments of lumber from 1c per hundred pounds with a minimum of \$5.00 per car, to 2c per hundred pounds with a minimum of \$8.00 per car. The Chairman reported that the Canadian Lumbermen's Association had already passed a strong resolution opposing the proposed increase.

On motion of Mr. W. J. Lovering, seconded by Mr. E. A. Gordon, it was carried that the Transportation Committee should be instructed to take immediate steps to oppose this application on the part of the railway companies.

More Exactions by the Railways

The chairman also reported that his firm was being charged \$3.00 each for reconsignment of cars billed to his firm and released to customers within the same terminal as that to which they were billed. This matter was also referred to the Transportation Committee.

A long discussion followed in regard to "Circular No. 86," issued by the Canadian Railway War Board, effective January 1st, 1919, cancelling credit accommodations in connection with freight transportation charges, by railways operating in Canada, and placing them upon a cash basis. The members expressed their indignation in connection with this matter, several of them pointing out that the Canadian Railway War Board consisted entirely of representatives of the railway companies, and that now the war was over, there was no excuse for permitting them to carry out such drastic measures.

Finally, on motion of Mr. W. C. Laidlaw, seconded by Mr. C. W. Wilkinson, it was carried:—

"That Circular No. 86 issued by the Canadian Railway War Board, effective January 1st, 1919, is of such a drastic and arbitrary character that, if it is allowed to be operative, serious hardships will fall upon the shippers—We therefore ask the Dominion Government to suspend it—That a copy of this resolution be sent to the Canadian Railway War Board, The Dominion Government and the Canadian Lumbermen's Association."

One of the important objections to this enactment by the Canadian Railway War Board, which was pointed out by the Chairman, is the fact that it works a distinct hardship upon wholesalers, not only curtailing their credits, but almost compelling them to have the manufacturers; from whom they buy, ship the stock direct to the customer; in other words, divulges the names of the wholesalers' customers to the men from whom they purchase.

Benefits of Canadian Trade Commission

The recent creation of the Canadian Trade Commission, to deal with trade problems arising since the return of peace was discussed by the members and received their unanimous approval. On motion of Mr. W. C. Laidlaw, seconded by Mr. W. J. Lovering, the following resolution was carried in connection with this matter:—

"We, the Wholesale Lumber Dealers' Association, Incorporated, this day assembled, do recognize the benefits to accrue to this country through the appointment of the new trade commission, and do hereby tender you our services and any assistance we can render."

Mr. C. W. Wilkinson, Chairman of the Membership Committee, reported that the Seaman, Kent Company, Limited, formerly of Meaford, Ont., whose head office has been moved to Toronto, had joined the Association since its last meeting. Mr. W. J. Lovering also reported that the Fesserton Timber Company, Limited, Toronto, had asked him to place their name before the Association for membership.

On motion of Mr. Frank Oliver, seconded by Mr. H. A. Hamilton, the Secretary was instructed to send a letter of condolence to Messrs. J. P. Johnson & Son, Toronto, in connection with the recent death of Mrs. J. P. Johnson. The Secretary was also instructed to send a re-

membrance in the form of flowers to Mr. John Donogh, Toronto, who has been confined to his home with ill health for several months.

The Listing of All Unsold Stocks

An interesting discussion took place in regard to a proposal to list with the Secretary all unsold stocks owned by members of the Association. It was felt that some plan of this nature should be worked out, and finally, a motion was presented by Mr. H. G. McDermid, seconded by Mr. A. E. Gordon and carried, that the members should send to the Secretary once a month a list of all their unsold stocks and that the Secretary should compile from these reports a general report showing totals of the various dimensions and classifications of stock, copies of which are to be furnished to each member submitting a report. The working out of this plan was left in the hands of a committee, appointed by the Chairman, consisting of Messrs. C. W. Wilkinson, A. C. Manbert, and A. E. Eckardt. It was also decided that the Secretary should write to the Mountain Lumber Manufacturers' Association of British Columbia and the British Columbia Lumber & Shingle Manufacturers' Association, asking these associations if they will consent to exchange stock lists with the Wholesale Lumber Dealers' Association.

Do Wholesalers Sell to Contractors?

A letter from a prominent Ontario retail lumber dealer was read by the Chairman, in which complaint was made about wholesalers selling to large contractors. The retailer asked the Wholesale Association to discuss the matter and endeavor to work out something in the form of a definition of legitimate lines of trade for a wholesale lumber dealer. After a discussion of this subject it was submitted to the Trade Relations Committee with instructions that they give it their attention and be prepared to meet a committee of the Ontario Retail Lumber Dealers' Association, who may be appointed to deal with the same matter, on a date to be fixed by the Secretary.

Mr. W. C. Laidlaw, Chairman of the Committee on the Cost of Conducting a Wholesale Lumber Business, reported that his committee had discussed the matter and had found that, on account of the varied classes of wholesale lumber business into which the general trade could be subdivided, it was impractical to attempt to draw up a definite report upon the cost of doing business. He substantiated this by reference to an extensive report upon the situation in the United States, showing how greatly the cost of doing business varied, not only between different kinds of firms, but also from year to year. Under these conditions he stated that his committee found it impossible to comply with the purpose for which they had been formed.

Export Lumber Business Will be Large

Mr. Frank Kent, of the Seaman, Kent Co., Ltd., was introduced to the meeting as a new member of the Association, and addressed the members briefly. He reported that the headquarters of his firm were being moved from Meaford, Ont., to Toronto, Ont. Speaking of the trade situation he remarked upon the many difficulties which had been met with during the war, but felt satisfied that greatly improved business conditions were now about to develop, particularly in connection with the demand for lumber in the Old Country. His firm had had good business connections in the Old Country in the pre-war days, and they had recently had correspondence with some of these concerns. He was convinced, as a result of this correspondence, that the amount of export trade to be developed was undoubtedly enormous. He had seen it reported that in Scotland alone they required, and were planning to build, 500,000 houses. The British Government was also planning to build houses on an enormous scale. They would have to have a little patience, but there was no doubt that in three or four months a lot of the new business created by the reconstruction necessities of Europe would be coming out. He urged the members of the Association to do everything in their power to be prepared for the great trade development which would then result.

What British Nation Stands For

Mr. O. C. Beale, of Australia, delivered an exceptionally inspiring and interesting address, chiefly devoted to a consideration of the wonderful ideals and successes of the British Nation. Mr. Beale was on his way across the Pacific Ocean between Australia and Canada when the war broke out, and he is now on his way back to Australia. He told an interesting tale of the events on board ship when coming to

Canada in the early days of the war, when there was danger of an attack by German commerce raiders. He also gave interesting reminiscences of the conditions in Great Britain and Europe at the close of the Franco-Prussian war in 1871. The destruction at that time was on a very considerable scale, though, of course, nothing whatever compared to that resulting from the recent war. He recalled very clearly the state of commerce existing after 1871. There had been a great boom in business and it had been practically impossible to obtain building materials. He had no doubt at all that similar conditions would prevail in the lumber trade to-day. When the full demand made itself felt, the prices of building materials would go "right into the air." Not only building materials, but many other lines would be similarly affected. One such line would be window glass, which, he believed, would be hopelessly in arrear of the demand, but first and foremost would be the demand for lumber.

The Guarding of "Key Industries"

A side light upon the situation was afforded by the case of the large munition plants in England, the Vickers plant for instance, with its enormous number of lathes for turning shells and machining materials would be largely turned over to the work of turning out materials which will be necessary for construction work. In conclusion, Mr. Beale referred particularly to the necessity for guarding those industries which were related to important "key" materials, that is to say, materials which were the key or foundation of industrial progress in any important industry. It was essential for the future progress of the world that such key materials should not go into the hands of private individuals or corporations. Moreover, the exploitation of such materials was in itself a very large problem for the governments to handle. It was apparent, therefore, that a great necessity existed for the creation of mercantile and industrial organizations, such for instance, as the Wholesale Lumber Dealers' Association, which could assist the governments in all their efforts to improve the general industrial and commercial situation.

Preparing to Meet Peace Problems

Mr. Hugh Macdonald, Assistant Secretary of the Canadian Manufacturers' Association, also addressed the meeting, giving an interesting outline of the assistance which the Association had already given to the Canadian Government in preparing to meet the problems developing with the return of peace. The Association had drawn up many definite and practical recommendations, in advance of the signing of the armistice, and had submitted them to the government so that when peace came many of these plans were already well developed and ready to be put into effect.

The annual meeting of the Association will be held on Friday, January 10th.

Canada Can Supply Europe With Lumber

Few men in the Canadian army have earned a more deserved promotion than Brig.-Gen. J. B. White, Director Canadian Forestry operations in France, writes F. H. Blacklock, of London, Eng., who is the correspondent of several Canadian daily papers. For efficiency this corps is unexcelled among the auxiliary services in the Canadian overseas forces. One cannot make reference to Gen. White without associating with him Gen. Jack Stewart, director general of railway construction in France. These two men are so similar in their shunning of publicity, their organizing ability, and the success of their work. Both had a thorough training in the work to which the fortunes of war directed their efforts. One a great railway builder, the other an experienced lumberman, they put into their military careers the same energy and thoroughness that brought them into prominence in civil life. After nearly a year's residence here, mingling with the army in France, the Canadian forces in England, with the French people and English officials it can be said that not one word derogatory to either of these great Canadians has been heard. On the other hand, all speak of their great work, and this success has not given rise to jealousy on the part of those less successful. This in itself, in abnormal times, when men are ambitious and critical, is a wonderful testimonial to the appreciation in which the commanders of the two great Canadian auxiliary corps are held in Europe. They knew their work, and knew the men capable of doing it, they played no favorites and won through with credit to themselves, with the enthusiastic loyalty of their corps, and to the honor of the Dominion. Both are intense Canadians, jealous of Canada's honor and reputation, and they inspired their men with the same sentiment. In the army in the field they are held in the same esteem as the senior commanders. Gen. White is returning home, his task in Europe has been completed. Gen. Stewart will probably follow shortly as the day of chasing Huns by Canadian-built railways is over. They have done a great work in Europe, they will do still more for Canada at home.

At a dinner recently to Brigadier-General McDougall, of the Forestry Corps, Sir Albert Stanley, President of the Board of Trade,

urged that Canada put forth every effort to meet the timber demand in England, France and Belgium. He frankly stated that during the war the European neutral nations had bled the allies to the last cent for timber and were preparing to reap a further harvest in the reconstruction period by a combination to maintain war prices. It has been pointed out to Sir Albert by Canadian lumbermen here that Canada can supply the whole requirements, is prepared to do so, and all that is required is to place the orders there. At present Norway, Sweden and Finland have the advantage of short haul and cheap labor. Canadians can compete with them, but to assure the required supply, orders should be placed in Canada now for a period extending over two or three years. There is a possibility that the Northern European forests have been considerably depleted during the past four years and the supply from these will not be forthcoming as in the past. However, Canadians feel they have earned the right to preferential treatment over European neutral nations and the allies are in duty bound to place orders as far as possible in Canada. Over twenty thousand Canadian lumbermen now in service here will shortly be released and can be utilized at home if the British Government is sincere in its expressed desire to give the lumber trade to Canada that formerly went to countries who during the war were more assistance to Germany than to the allies.

British Columbia Going After Export

Hon. T. D. Pattullo, Minister of Lands for British Columbia, recently returned to the west after a visit to Ottawa and other points east. He took up with the Minister of Marine the question of securing a number of vessels of the Imperial Munitions Board to carry lumber cargoes to Great Britain, and has received assurances that the Dominion Government will use every effort in conjunction with the Imperial authorities to ensure transportation of such timber as the Imperial authorities may buy. Mr. Pattullo reports that the revenue of the lumber industry of the province during the past year will be ahead of the estimates by at least \$250,000 and perhaps more. The revenue during October was the highest since 1913.

With respect to the pulp industry, the Minister of Lands said:

"We are now taking stock of the pulp resources of the province with a view of interesting more capital in the pulp industry and look for a great increase to come in that industry. With a large number of former members of the forestry and survey departments about to return from overseas to resume their governmental duties a great increase in that work is expected. Most of these men have been receiving from the government the difference between their military and civil pay while overseas, but provision must be made for their return to field work. The surveyor-general's staff will be quite doubled as a result of demobilization.

"The greatest difficulty which British Columbia has to face in competing for the lumber market in Great Britain," he added, "is that we have a long haul as compared with the short haul from Archangel and the Baltic. In the Scandinavian Peninsula, too, the lumbermen had been accumulating great stocks during the war, there being about four billion feet of lumber awaiting the end of the war for export.

"I am advised," he continued, "that price enters very greatly into the calculations of the European lumber buyer. Instead of working out scientific data as to the breaking strains and qualities of different woods, wood is just wood to him, and he buys accordingly. One of the mistakes we have made in our export trade in the past has probably been that we sent only the very best qualities abroad, and hampered our own mills by having a surplus of common stock. We must export more of the log than we have done. We are told that the European buyers want more than large timbers, and Mr. Beale has been directing his efforts to opening up markets for our common varieties of lumber as well as for the choice finish qualities."

Mr. Pattullo stated that in his efforts to secure guarantees of shipping to handle the export orders, he had wired Hon. Mr. Ballantyne, at Ottawa, pledging himself to provide the cargoes if the minister would provide the ships. "I was glad to see next day," he said, "that the minister of marine told an audience of eastern manufacturers that he would provide the ships if they would provide the cargoes." One request made by Hon. Mr. Pattullo is that every one of the Imperial Munition Board steamers leaving British Columbia for England be instructed to load a cargo of lumber.

"If we get the proper assistance from the Dominion and British shipping authorities our lumber mills can have immediate export business. Actual business is in plain sight. The governments and the lumbermen must co-operate if we are to build up a big export trade for our lumber," said the minister.

In regard to Australia, South Africa and the Orient, Mr. Pattullo stated that extensive markets awaited there. So far the Washington and Oregon lumbermen had dominated that market owing largely to the fact that the lumber interests there have pooled their efforts to secure a fleet of vessels.

More Business for the Retail Lumberman

The Yardman Who Desires to Capture His Share of Trade in Approaching Building Activity Should Do Some Effective Advertising—Plan Wisely for Future

Every business, whether of a manufacturing, wholesale or retail character, is at this particular time looking forward with more than ordinary interest to the outcome of the coming year's volume of trade. The reason for this unusual activity in the development of the future is occasioned by the cessation of the war, the gradual return of affairs in general to a normal state and the restoration of conditions to the as-you-were basis of the early days of 1914, before the natural course of events was disturbed by the European combat. During the period of reconstruction and expansion there is every reason to believe that the retail lumberman will, if he is alert and aggressive, share in the in the prosperity that everyone feels is not very far distant. One of the quickest and most effective ways of getting business and still more business is by going energetically after it.

It is true that a certain amount may float in by reason of long establishment, personal connection, and past associations. There is a fair proportion which everyone receives no matter how many start up, but that will not satisfy the live wire yardman. If it is the intention to build on a solid foundation and to grow larger with each succeeding year, it is necessary for him to take every means possible to attract attention to the stock and facilities which he possesses and back up quality, service and merchandising methods by a well directed campaign of publicity. Arguments are heard that, during dull times, one should not spend money very liberally in advertising for the simple reason that no trade is being done. By a strange analogy the same persons who proclaim that advertising is really not necessary and unprofitable in quiet periods will, when solicited for business by the daily and weekly newspapers, during a season of unusual activity, declare that there is no need for spending money in printers' ink as "they have all the business they can attend to," "could not fill any more orders," "are operating now to capacity, etc." It is often difficult to convince either of these classes of merchants of the wisdom, economy and advisability of advertising year in and year out, whether times are good, bad or indifferent. A man does not take down his sign, move into a smaller office or show other outward evidences of lack of confidence during the days when trade is limited, yet the self same individual thinks that he can get along fairly well without spending any money in advertising.

Keeping Up The Good Work.

There are two periods when the retail lumberman should enlarge his usual publicity appropriation and these are during the months of stagnation and in eras of prosperity when building is on the boom and new structures are being reared everywhere. It is an old saying that "nothing succeeds like success" and the more attention given by the yardman to advertising in the weeks of structural activity, the better results he is going to secure and the more money will he make. Shorn of all pretence, most men are primarily in the retail business to make a living and to show a satisfactory profit on investment and operation. They are not carrying large stocks, keeping up an expensive equipment, office and yard staff, putting in long hours and running a service which is of benefit to the community, just for the sake of passing the time or inducing the circulation of the blood. Therefore, when a man is in business he might as well be in it for all he is worth and the larger volume he can command, the more he will clean up providing he sells his goods at a profit, has a well assorted stock and knows the cost of doing business so that he can properly establish the selling value of his lumber, lath, shingles, posts, interior trim, flooring, etc.

Too few retail lumbermen advertise. They seem to think that their's is a business of necessity and if people require anything in their line they will come to them in any event. Apparently they do not realize that there is such a thing as arousing desire and stimulating interest, thus creating in the minds of many people the wish to carry out long contemplated improvements, make certain additions or erect new homes. In the rural districts there are all sorts of farm buildings that the average yeoman knows that he requires, but he lets matters slide along from day to day, postponing action simply because his attention is not called pertinently and forcibly to the fact that he should buy material now; that it would be a great convenience to have such a building erected; that advice and assistance, plans and estimates will be furnished by the retail lumberman and there is really no valid reason for deferring any project as times are now good and, with the brisk

reconstruction period following the war, any expenditure is fully justified.

Stimulating Action and Effort.

A great many people in the country have been telling the yardman that when the war was over they were going to lay hardwood floors, erect a new verandah, put up a portico, summer house or outdoor balcony. The male member of the household has possibly been informing his friends that he proposed to erect a garage, a chicken house, a tool house, silo, implement shed or other outdoor conveniences. These people have had all this and more in mind. The object of all retail lumber advertising at the present juncture should be to induce these "prospects" to convert their thoughts into action. Timely and effective advertising, a few personal visits, interviews, and illustrated booklets will result in retail lumbermen getting a great deal of these undertakings carried out if his efforts are rightly guided and properly followed up. His advertising should, of course, be backed up by the proper service, stock and delivery system.

One of the liveliest concerns in attractive publicity is the R. E. Butler Lumber Company, of Woodstock, Ont., who thoroughly believe every dollar expended in the daily and weekly papers amply repays them. Mr. P. L. Canfield, of that firm, has devoted not a little attention to this end of the business and, in a special article in the last Annual Number of the "Canada Lumberman" said: "a man may read our ad a dozen times and, not at that particular moment being in need of any building material, perhaps not pay much attention to it, but at the same time if he has any building to do, or is thinking of making any extensions or improvements, he naturally associates our name with the purchase." The R. E. Butler Lumber Co. seek to drive home a few facts daily about their business, and recently started conducting their publicity on a more systematic plan, believing that well thought out, specially prepared and artistic advertisements would be more effective in pulling power and productive of good results than intermittent large display announcements spread over a great amount of space.

How Results Are Being Achieved.

The result of the new plan is working out satisfactorily and the firm are of the opinion that the less reading matter put in an ad and the more plainly and neatly it is set up, the greater are the returns from the expenditure. A series of ads two columns wide and six inches deep, which they have recently been running, carry attractive headings, while the firm's name stands out prominently in a scroll on a black background. Some of their late ads are here reproduced in order that they may afford other retail lumber merchants pointers and reveal suggestions of a practical, helpful and encouraging character.

Buy your silo stock now. We have enough stock left for about four silos. You take no chance by securing this high grade material as we have sold it for years and know it has satisfied hundreds of silo builders. First come, first served. Our lines of hemlock, pine, spruce, fir, lath, British Columbia red cedar shingles and Butler's Imperial Rubber Roofing always dependable. Mail or phone orders given prompt attention.

Now is the time. Shingle that building; build that garage; repair that barn. Remember our motto: "Quality and service." Mail or phone orders given prompt attention.

Lest you forget. Big supply always on hand. Butler's Imperial roofing and building papers. Best that money can buy. Put up in one, two and three ply. Special discount for ten rolls or over. Prompt attention to phone or mail orders.

Quality and Service is our motto. Prompt attention to all mail or phone orders. Good supply of 2, 3 and 5X shingles always on hand.

Red cedar shingles stand the test. They laugh at years—they defy all weather conditions—they outlive the buildings of which they form a part. Don't consider a substitute when you can have the real thing. We have a good supply of 3 and 5x on hand. Mail or phone orders given prompt attention.

R. E. Butler Lumber Co., Lumber, Lath and Shingles.
Phone 54 Woodstock.

Future of the B.C. Lumber Industry

United Effort Needed in Providing Proper Transport and an Efficient Selling Agency

By George B. Cross, New Westminster, B.C.

British Columbians are "thinking furiously," so says a Vancouver paper. This probably means that we must look out for our share of the "Pork Barrel."

I trust we may be all "thinking furiously" and doing what we can towards making Canada a better, happier and safer place in which to live and raise good large families of native born British Canadians. If not, then why all this sacrifice of blood?

But, seriously, the lumber manufacturers of British Columbia have good cause to do some hard thinking and "doing" in order to establish themselves on a sound basis for the great work that is before them.

In the past score of years they have accomplished at least this much, viz., their lumber and timber is now well known and wanted pretty much all over the world. Wherever it has gone, it has been received with favor and demands have come for more of the same.

But the returns to the manufacturers have been, so far, rather disappointing. The lean years have counterbalanced the fat years and we have had "much labor for little wool."

Cater Too Much to Building

United action is all that is now required to make our business a great success. The Canadian market, whilst being the best for us, is not all that is needed to occupy our much increased capacity. Not that we have exploited the Canadian market to its fullest extent. We have catered too much to the building trade, whereas our lumber is well adapted for many other industrial purposes. For instance in the building of railway rolling stock, the making of agricultural implements and vehicles of all kinds, the making of crates and boxes, etc., we have not half covered the ground.

Another feature in the domestic market has been against us, namely, the scarcity of orders during the fall and winter months. For many years, large buyers have taken advantage of this fact, and have induced manufacturers to contract to supply them with large quantities of lumber, enough to keep the manufacturers going for several months (and through the very best months of the year) March to July, at 25 to 30 per cent. below prices current in these good months, and very often at a loss.

The banks have, probably unconsciously, accentuated this evil. They have been generous in their assistance, but have insisted that their customers should show them orders in hand for their product, often before the logs were cut in the woods that is six to 12 months before delivery. In other lines of business this may be all right, but it catches the lumber manufacturer at the very worst time of the year to make such contracts, when lumber is at its lowest, and when buyers are in no need of it. I suggest that banks should have experienced lumber manufacturers, who have "gone through the mill" to advise them in making their credits, as is done in other countries. It would be a great benefit to the industry and save many a sore heart.

Dr. Howe Speaks on Forestry Needs

A stirring address was delivered before the Electric Club in Toronto, recently, by Dr. C. D. Howe of the Faculty of Forestry, University of Toronto, in which he emphasized the point that fire rangers should be efficient and appointed on the basis of merit and service, instead of political influence or party service. He declared our forests should be managed intelligently and that Canada had two great timber producing areas. Dr. Howe said that each contains 200,000 square miles, and they are separated by plains and prairies of the same size. Connecting these two forest areas from the Atlantic to the Pacific on the north is a great belt of soft-wood forest, containing about 1,500,000 square miles. We know comparatively little about this, except that, probably it does not contain much sawlog material. It may contain large pulpwood supplies.

The amount of timber destroyed by fire is almost beyond belief. More sawlogs have been killed by fire, in British Columbia, for example, than can be found to-day in the whole Dominion of Canada. Our Eastern Provinces have been as severely burned, according to area. The most destructive effect of repeated forest fires is that the young commercial trees are killed. These young trees, if allowed to live, would replace the forest.

Various Government organizations are spending several millions yearly on fire protection, and the safety of our forests still depend upon weather conditions. There isn't a Government fire protective organization sufficiently developed to cope with the situation in exceptionally dry seasons. Continuing, he added:

"The reason is that fire-fighters are not hired primarily because of their efficiency, but for other reasons. Our Provincial Government

deserves great praise for reorganizing its forest protection service in the last two years. However, we can never have successful and effective fire protection until it is run on a non-political and business basis.

"This has been recognized in other provinces. For instance, in British Columbia fire rangers are appointed by a non-political board of experienced men."

Splendid Programme for Shingle Congress

The second annual Red Cedar Shingle Congress will be held in Seattle on January 8th and 9th. The Washington Hotel has tentatively been decided upon as a meeting place. According to Mr. J. S. Williams, Secretary of the Shingle Branch, West Coast Lumbermen's Association, the programme arrangements are coming along in a most satisfactory manner, and indications point to the biggest and best meeting of shingle manufacturers ever held. There will be discussed such live and vital subjects as the "Possibility of Exporting Red Cedar Shingles," "Problems Incident to the Manufacture of Better Shingles," "The Consideration of Factors Effecting the Greater Serviceability of Red Cedar Shingles," "Improved Methods of Merchandising Red Cedar Shingles," and other kindred subjects.

A feature of the congress that promises to attract much interest is the offer of a cash prize of \$50.00 by the M. R. Smith Lumber & Shingle Co. of Kansas City, to the writer of the best article on "Crimps—The Cause and the Cure." Crimps have been the cause of more complaints by retail dealers than any other one defect found in shingles. Some manufacturers by constructing kilns in a certain manner, have almost entirely eliminated this defect.

Death of Well-Known Eastern Lumberman

Ernest Hutchison, of Douglastown, N.B., died recently at Columbia, South Carolina. He was a retired northshore lumber operator, was 71 years of age and leaves a wife and two children. Mr. Hutchison finished and handed over to the trustees the magnificent Miramichi hospital, at Newcastle, which was built and equipped entirely by himself at a cost of about \$100,000. He also built the Associated Lodge Hall for Douglastown at a considerable outlay. For many years Mr. Hutchison was a member of the Southwest Miramichi Boom Company and during his long and active career came in contact with many people.

Deceased, when a young man, bought out from his father, Richard Hutchison, who had once been a member of the firm of Gilmore & Rankine, his interest in the lumber mills at Douglas town, which business he ran successfully until he sold out to the Miramichi Company about ten years ago. He knew the business thoroughly, being himself an expert of lumbering and milling. He took a great interest in politics and sat eight years in the New Brunswick legislature.

The Rock Bay Camps Win Honor Flag

Ever to the fore on occasions of national importance, the B. C. Mills Timber and Trading Company, the pioneer lumbering concern in the province, and its employees responded finely in the Victory Bond Campaign, the total amount subscribed being no less than \$170,000. The employees in the several logging camps at Rock Bay and Cardero Channel made a splendid response, applications totalling \$64,000 (most of them paid in full) being received from that source, which response was very gratifying to the officials of the company.

The camps are naturally proud of their achievement, for it gives them a larger per capita amount than any other camp situated between Vancouver and the North; and thereby entitles them to the Honor Flag for the district.

The subscriptions received from the employees of the Hastings mill, Vancouver, together with that from the company, totalled \$106,000, an excellent showing, especially when one considers the fact that a good many of the employees were affected with the "flu," and could not be reached. Thus, with the \$64,000 from the camps, the total amount subscribed by the company and its employees was \$170,000.

The company gave to all its employees who wished to take advantage of it, the benefit of an extended payment plan; and it gladly undertakes all the clerical work in connection with the payments, and the safe-keeping of the bonds. The foregoing facts are evidence of the good feeling and the hearty spirit of co-operation which exists between the company and its employees.

A member of the staff of the company canvassed the Hastings mill employees, and the company facilitated the work of the canvassers of the Victory Loan Committee at the camps in every possible way. Arrangements were previously made for their convenience. They were personally assisted on their rounds by Mr. P. DesBrisay, the logging superintendent; and the company placed at their disposal the yacht "Davy Jones," for their trip to the company's and other logging camps.

Co-operation is the Key to Peace Problems

President Power of the Canadian Lumbermen's Association Extends New Year's Greetings to the Industry—Period of Unprecedented Prosperity Looming Up—The Coming Convention

As it is an impossibility for me to meet each one of my fellow members of the lumber trade, I wish to convey to them, each and every one, through the "Canada Lumber-



W. Gerard Power
President of the Canadian Lumbermen's Association

man," my heartiest good wishes for a happy and prosperous New Year.

At this time, about the best wish one business man can

extend to another is the wish that he be not a pessimist.

I am convinced that there is a period of unprecedented prosperity opening up for the Canadian lumbermen, the only doubtful question being: Will we have the courage to go after the business?

There will be new problems to be solved, that is sure, but the problems that will present themselves in the transition of trade from a war to a peace baiss, will not be any greater than other problems that have been met and successfully solved by our Canadian business men.

Co-operation will be the key to most of these difficulties. The manufacturers of the East understand this, and have come together in the formation of the new Spruce Manufacturers Association of Eastern Canada

That is the right spirit; but lumbermen should remember that they have an organization in the Canadian Lumbermen's Association that covers Canada from Coast to Coast, which is, and should remain, the parent body.

It is through the Canadian Lumbermen's Association that its members will be able to get together and prepare for the enormous trade that will undoubtedly come to us from war-torn Europe.

The forthcoming convention in St. John, N.B., will be a golden opportunity for the members to become acquainted with those in the trade, more especially our friends in the East.

As President of the Canadian Lumbermen's Association, I extend to all a most hearty invitation to attend.

W. Gerard Power,

St. Pacome, Que., Dec. 26th, 1918.

Eastern Quebec Cut will be Smaller

Chas. H. Nadeau, of Port Daniel East, P. Q., along with his partner, Colin C. Tyrer, purchased the sawmill shown in the illustration from the estate of P. O. Viall, just a year ago. The past season was a fairly busy one, the firm cutting 1,750,000 feet, while next summer they expect to cut 2,500,000 feet, the greater portion of which will be exported to the English market.

Port Daniel East has one of the finest harbors along the eastern coast and large cargoes were despatched in the past before tonnage became so scarce. The mill is also situated near the railway station which makes it ideal for car shipments. The accompanying picture also presents a general view of Port Daniel Bay and the booming rights of the mill. In regard to operations during the past season Mr. Nadeau says that, during the early fall, the lumbermen were hampered owing to the scarcity of help and then in the months of October and November the "flu" struck that section which meant a big loss to operators, both in expense and production. Of late, men have been

more plentiful, and around that district snow fell earlier than usual. The cut, however, will only be about 50 per cent. of normal times. Mr. Nadeau asserts that this is the most expensive season the lumbermen down his way have had to contend with and it is costing from \$4 to \$5 more per thousand to get out the logs than it did a year ago. Stocks on hand are at present low and mostly all the shippers are looking for an export trade.

Referring to the pulpwood situation it has never attained any great proportion down in the country around Port Daniel East, and according to advices received, will be the smallest in 1919 of any.

During 1915 and 1916 Mr. Nadeau shipped heavy cargoes which he purchased from the different mills along the coast, to the English market, and he is looking forward to transacting a large export business again this summer. The Imperial Government has not relaxed the control of lumber shipments as yet, but no doubt by spring the restrictions will be considerably modified and eastern lumbering firms will be allowed to charter and ship although tonnage will in all probability be high for some time to come.



The sawmill and booming rights of Charles H. Nadeau at Port Daniel Bay, Quebec Province.

May Operate in the Black Forest

Brig.-Gen. White Says Six Companies of Foresters Go Forward with Army of Occupation



Brig.-General J. B. White
Montreal, Que.

Brig.-Gen. J. B. White, D.S.O., who has been in charge of Forestry operations in France for the past two years, recently landed in Montreal on three months' leave. At the end of that time he will return overseas to resume his duties as there will be needed his services in the forestry corps as long as there are allied troops in the field in any capacity. Brigadier-Gen. White, who has won many honors in connection with his work, the latest being promotion to his present post, was employed for many years by the Riordan Pulp & Paper Company and had charge of their sawmill and pulpwood operations previous to going overseas. He had the necessary technical training and knowledge to qualify him for any responsibility in connection with timber

operations. Two years ago he came back to Montreal and raised the 242nd battalion. On crossing overseas Brig.-Gen. White went to France in charge of the Canadian Forestry Corps on active service and was also made Deputy Director of Forestry for the British authorities. It may be added that prior to the war Brig.-Gen. White had a squadron in the old 17th Duke of York Royal Canadian Hussars. In France the Brigadier had under his charge 14,000 Canadians and 7,000 attached men. These units were scattered all over France and were to be found in the peaceful forests of Normandy by the coast one week and within a few weeks up on the line with the Canadians at Vimy Ridge, or with the French armies in the Argonne, so that the corps sustained quite a number of casualties. That their work with the French armies was appreciated was indicated by the fact that several Croix de Guerre were distributed to the Canadian lumber men. They also received a number of decorations from the British authorities.

One section of warfare which benefitted considerably through the operations of the forestry corps was the Royal Air Force. There were eight companies kept busy on the provision of aerodromes, and these worked mostly up on the lines. Even if they did not, they were especially liable to be bombed by the boches, as the aerodromes were always made targets by the enemy, and naturally the forestry companies busy in the vicinity were amid the bombing. Since January, 1916, it is estimated that two million tons of timber had been supplied to the armies up to the time of the signing of the armistice, this being required for pit props, the construction of trenches, the making of "corduroy" roads, and the erection of huts, all this quite apart from the aerodrome needs referred to.

The Timber Assets of Finland

The most important peace time industry of Finland, the new independent power on the fringe of the north of Europe, revolves around the timber, which covers more than 60 per cent. of the total surface of the kingdom.

The process by which the logs are got down from the forests to the mills is one of great interest. As soon as the snow falls in the autumn the felling of the trees begins. The life of the woodcutters is anything but an easy one. They leave their homes for weeks at a time and settle in the forest so as to be near their work.

They cut down the trees, rough-hew them with axes, peel off the bark, pile them on sleds and take them to the nearest waterway. Finland is laced with great lakes and numerous rivers, so that the getting out of logs, in spite of the time it takes, is very cheap.

When the spring comes they are floated to the sea. Down the rivers it is comparatively easy work, for the stream carries them slowly along. But when the logs emerge from the rivers to the great lakes artificial traction is necessary. Booms are formed, like huge rafts. The passage of these rafts is very slow, and the men in charge of them build a hut on board and settle down comfortably for the summer.

The old method by which they got their raft to move was very primitive. They rowed out as far as possible with anchor attached to a line, dropped anchor, returned to the boom-raft, and wound up the

line on a capstan until the raft was pulled along as far as the anchor, after which the process was repeated over and over again indefinitely.

Nowadays tugs do most of the work, but, even with the aid of tugs, it often takes one or two summers for the logs to make the entire voyage from their first floating place to the mills.

Ontario Concern Secures Eastern Factory

The Thos. Pink Company, Ltd., of Pembroke, Ont., have secured a controlling interest in the MacFarlane-Neill Mfg. Company, of North Devon, N. B. E. A. Dunlop, M. L. A., of Pembroke, is the president of the new organization, and M. A. Tweeddale, of Fredericton, vice president and general manager. Thos. Pink and J. F. Munro, of Pembroke, are on the board of directors. It is the intention of the new owners to enlarge and equip the MacFarlane-Neill plant with the most improved and up-to-date machinery for the manufacture of lumbering tools. The MacFarlane-Neill Mfg. Company was organized in North Devon, in 1900, and has enjoyed a prosperous and successful career.

The Cut in Ontario Will be Less

J. E. Littleton, of the R. Laidlaw Lumber Company, Toronto, who visits all the leading camps in Ontario, has returned to Toronto, after an extended tour around the north shore. He states that the past fall has been an exceptionally wet one in the bush and he has not seen as much rain in a quarter of a century as during the past few weeks, while the water in the streams is very high. Logging companies are now well supplied with labor, but the help that has been secured from munition and other plants, will only about balance the number of men who disappeared by reason of the "flu" outbreak, and caused general disorganization in the work. Mr. Littleton says that he was in one camp about the end of October and the number employed was around 35. Outside of the cook and foreman all were either under 16 years of age or over 45, showing the class of labor that has hitherto been available. It is estimated that it will cost operators in Ontario from \$1 to \$2 per thousand more to have their logs skidded than during the past winter, and this increase will naturally be heavier by the time the logs are on the dump. Mr. Littleton estimates, from a general observation of the situation and interviews with leading concerns, that the cut throughout Ontario will be from 25 to 30 per cent. less than last year.

How the Spruce Situation Shapes Up

It is reported that a prominent Massachusetts firm recently received an order from a foreign representative for any quantity of spruce from 10,000,000 up to 50,000,000 feet at an advance of over 10 per cent on to-day's prices. It is stated that the offer was declined. This is unmistakable evidence of the strength of the market and the lively possibilities that loom up in regard to the requisitions from abroad for spruce lumber. It is stated that some of the operators in Quebec are asking Ontario wholesalers \$6 more a thousand for the cut in 1919 than they did at this time last year. On the whole the spruce situation, both from a domestic and export standpoint, appears reassuring.

A Valued Work of Reference

Catalogue No. 244 has just been completed by the Jeffrey Mfg. Company, of Columbus, Ohio, and shows the advantages of using the standardized elevators of this firm. This book which is entitled "Jeffrey Bucket Elevators," contains some 40 pages devoted to details of elevators, selected out of numerous styles used in the handling of a wide range of materials for practically every industry in the country. A page is given to each standard elevator which is illustrated in both perspective and line drawing, giving dimensions. The publication is printed on heavy coated stock and in design and craftsmanship is most attractive and impressive.

A supplementary estimate for \$500,000 has been issued by the British Government for "Expenses of Afforestation." Mr. Stanley Baldwin, Financial Secretary to the Treasury, explains that in view of the urgency of the question an Interim Forestry Authority has been set up to carry out the necessary work pending the passing of legislation setting up permanent machinery for the purpose.

Edwin J. May, for many years a lumberman in Weston, Ont., died recently in Toronto. Mr. May, and his father before him, operated a sawmill in Weston. Several years ago, owing to ill-health, he had to give up the business. Mr. May lived in Weston all his life until a few months ago, when he moved to West Toronto. He is survived by his wife and one daughter.

What Live District Branch Can Undertake

Branch No. 6 of the Ontario Retail Lumber Dealers Association was formed recently at an enthusiastic district meeting, held in Orangeville, Ont. Representative officers were elected and a number of important matters considered.

J. A. Matthews, of Orangeville, is the district chairman, while J. B. MacKenzie, of Georgetown, is district vice-chairman and honorary secretary. Udney Richardson, M. L. A., of Elora, W. G. Gorvett, of Arthur, John Howes, of Harriston, and Eugene Murphy, Jr., of Mount Forest, form the district committee.

All these members of the retail lumber trade are live wires who believe that, in organization much good can be effected, whereas in-

branch is in the request for the O. R. L. D. A., to lay before the Ontario Legislature the inequalities of the Ontario Business Assessment Act and to urge upon that body to pass such amendments as well result in the retail lumber dealer being assessed more in accordance with the assessments of other trades. Udney Richardson, M. L. A., of Elora, who is an active member of the district committee of Branch No. 6, has promised to give this problem his personal direction and will bring the question to the attention of the Legislature at the forthcoming session.

One of the members pointed out in connection with the Ontario Business Assessment Act that he was being assessed 60 per cent. of the value of his property, while a coal merchant paid only 50 per cent. and a hardware merchant in the same town only 35 per cent. The reason for this is not exactly clear and why an extra levy should be placed upon the retail lumber dealers is difficult to understand. It requires much more space to carry a stock of lumber than one of ordinary merchandise and space in the majority of our towns and cities, by reason of larger ground area means heavier assessment and taxation.

Another question which was raised was the practice of some wholesalers in selling lumber and shingles to wagon makers, hardwaremen, blacksmiths and others who are not entitled to handle these lines or to receive the goods at wholesale prices, coming as they do, directly in competition with the retail lumberman who is the legitimate medium of sale and final distribution to the consumer.

Besides, it is pointed out that such persons often cut prices unjustifiably and convey the impression, by this spectacular stunt, that the retail lumberman is waxing fat on unusually large profits. It was pointed out by the speakers that such outsiders only handle lumber, shingles and posts now and then as a mere side line, in order to create an impression that they are "good fellows" and draw custom to other branches of their regular business, where no doubt a fine clean-up is made. The retail lumberman retains a yard, stocks, office and merchandising facilities, year in and year out. He is on the job all the while rendering service and giving good value, and should be protected by the wholesaler who is straightforward and above board in all his sales transactions.

Spain is Latest Country After Lumber

Now that peace has come and war is to be no more, the eyes of the men with lumber to export may well be turned toward Spain, for it is known that there is a shortage of supply there which is beginning to be felt. In the enforced failure of supply during the war the scanty forest lands of Spain have been called upon to make up the deficit to such an extent that the government has taken alarm and is now planning extreme conservation measures which will pretty well shut off the domestic supply of timber.



J. A. Matthews, Orangeville, Ont.
District Chairman



J. B. MacKenzie, Georgetown, Ont.
Vice-Chairman and Secretary

dividual effort can accomplish little or nothing. A complete report of the proceedings of the inaugural meeting of the new district branch was presented in the last issue of the "Canada Lumberman." Among the topics discussed were the inequalities of the present business assessment, unfair competition in the trade, the using of timely advertising literature, plan books, specifications, and itemized bills of materials. There are many other matters of importance to which the district can give attention. Some of these may be disposed of locally while others will be brought up for deliberation in the larger body, known as the Ontario Retail Lumber Dealers Association, which will hold its annual session in the near future.

One particularly progressive move made by the new district



Eugene Murphy, Jr., Mount Forest, Ont.
Member of District Committee



Udney Richardson, M.L.A., Elora, Ont.
Member of District Committee



W. G. Gorvett, Arthur, Ont.
Member of District Committee

By W. J. Rahn, Bolger Bridge, Ont.

Monthly

(FIG. 1 - IN DUPLICATE)

19

• (SAME AS ABOVE FOR "SKIDDING" & "HAULING.")

< Fig. 16 >

< FIG. 13 >

<FIG. 15>

DISTRIBUTION OF LABOR

CAMP NO.														MONTH OF														19		
DIRECT OPERATING										IMPROVEMENTS						CAMP OVERHEAD										TOTAL		TEAMS		
DATE	LOG CUTT.		SWAMPING		HAULING		DRIVING		BLDGs	DAMS & IMPR.	G. ROADS & BRIDGES	NEW EQUIP. E.	COOKERY	FOREMAN & CLERK	STABLE	SCALING	CABO'S	IDLE	MISC.			DA	AM'T.	SKIDD'G	HAULING	IDLE				
	DA.	AM'T.	DA.	AM'T.	DA.	AM'T.	DA.	AM'T.																			DA.	AM'T.	DA.	AM'T.
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31																														
TOTALS	MUST AGREE WITH COST REPORT AND PAY ROLL STATEMENT																													

TOTALS MUST AGREE WITH COST REPORT AND PAY ROLL STATEMENT

(FIG. 3)

MONTHLY CAMP COST REPORT

CAMP NO.	MONTH OF	19
DIRECT OPERATING		
LOG CUTTING	MAN LABOR	BOARD
SWAMPING & SKIDDING	DA.	AMT.
HAULING	DA.	AMT.
DRIVING	DA.	AMT.
TOTALS		
IMPROVEMENTS		
BUILDINGS	DA.	AMT.
DAMS & RIVER IMPR.	DA.	AMT.
CADGE ROADS & BRIDGES	DA.	AMT.
NEW EQUIPMENT	DA.	AMT.
TOTALS		
CAMP OVERHEAD		
COOKERY	DA.	AMT.
FOREMAN & CLERK	DA.	AMT.
STABLE	DA.	AMT.
SCALING	DA.	AMT.
CADGING	DA.	AMT.
IDLE TIME	DA.	AMT.
MISCELL.	DA.	AMT.
TOTALS		
GRAND TOTALS		
DETAIL COSTS		
LOG CUTTING	PIECES	SCALE
SWAMPING & SKIDDING	CAMP COST	PER PIECE
HAULING	PER M.	PER M.
DRIVING	PER M.	PER M.
TOTALS		
STORES		
SUPPLIES	INVENT. NO.	REC'D.
FEED	INVENT. NO.	REC'D.
VAN	INVENT. NO.	REC'D.
TOTALS		
COOKERY COST		
LABOR (AS ABOVE)		
SUPPLIES USED (AS ABOVE)		
TOTAL COST		
STABLE COST		
LABOR & BOARD (AS ABOVE)		
FEED USED		
TOTAL COST		
TOTAL NO. OF MEALS SERVED		
COST PER MEAL		
" " DAY		

(FIG. 6)

CAMP CLERK

the head office whereby to control the operation, the following system is outlined:—This, as will be seen, leaves nearly all of the extension and totalling of figures to the head office bookkeeper, who is perhaps better qualified to do this work than the practical man on the job, who often doesn't care to assume more clerical duties than are necessary.

Forms Used

Monthly Individual Account—(Fig. 7) Loose-leaf binder form, in duplicate.

Work Diary—(Fig. 8).

Final Period Settlement—(Fig. 9).

Regular time-order, for payments on accounts only.

The Monthly Individual Account presents an itemized record of all information needed to obtain balance on labor accounts. The following work on this form is required to be done in camp,—

Head the account with name, camp, rate, etc.

Enter time each day in "Time" column.

Post orders issued on account.

Enter van charges.

The rest is done at the head office at the end of each month when original sheets are turned in.

The Work Diary is merely an account (blank book) of the time spent on job, and charges to other companies, if any, and furnishes a check on total time as paid by wages. Kept up daily, this record presents no difficulties to the average man capable of using the English language, and tends to preserve records and stop leakage.

The Final Period Settlement form should be filled in with ink, thereby providing safeguard against change, and is handed to men as an order for settlement to be made at the head office, as necessity arises during the month. It covers the account only from the first of current month, the period prior to this being on file in head office, thus enabling the bookkeeper to settle the account to date. The Individual Account Form supporting the Final Period Settlement should be submitted at the same time, and the two should be checked before payment is made. To be effective, the Final Period Settlement Form must be filled in at camp at least as to the van account charged and the number of days credited. This is the only occasion when addition is required in camp.

The General Accounts

Books : Cash.

Purchase Journal.

Stores Journal (Sales and Distribution).

Ledgers (General, Individual and Camp).

Recap Book.

Journal Vouchers for Journal Entries.

Log Sales from Invoices by Journal Voucher.

Books of Record:

Merchandise Received.

Employees' Register.

Log Book (Summarized and recapped from Scaler's Reports).

Price List and Perpetual Inventory of Supplies.

In the case of most logging operations the general accounts are numerous enough to warrant subdivision into various ledgers. This provides opportunity for more detailed cost accounting and likewise facilitates trial balance work. The General, Individual and Camp Ledgers are recommended as covering about all requirements in this regard. Their titles are almost self-explanatory, but a brief list of illustrative accounts may be of assistance:—

General Ledger Accounts—
Assets—Fixed

Stumpage (deferred cost of sales)
Headquarters Buildings
Camp Buildings
Dams and River Improvements
Roads and Bridges
Camp Equipment

data or vouchers for authorization, and all of this is effected by the voucher form. All detail is either attached or itemized on the inside, and postings made direct from voucher as per accounts shown debited and credited on face. The total debits and credits of Camp and Individual Ledgers must also be posted to controlling accounts in General Ledger. When postings are completed vouchers are filed numerically in a permanent file for the purpose, thereby at all times furnishing

STATEMENT (FOR ROAD-PROFILE USE)									
DEBITS				CREDITS					
TO	CASH ON H/A			BY	OR	C			
	PAID								
	ROAD, FM.								
	POSTAGE								
	BALANCE DUE								

< 54. 7 >

Merchandise Received—(Fig. 15)—A convenient and valuable record of all shipments of merchandise received. It serves a multitude of purposes in the regular routine of the business, and if properly kept, a reliable check on invoices. Also a handy freight and express record.

Employees Register—(Fig. 16)—A practical record, as will be revealed by a study of the columnar headings. Each item is important, especially the ready check provided against employment agent's invoices. In this connection a rule should be established by all logging companies requiring new arrivals to report at head office before entering camps. The camp-clerks should promptly advise head office of new arrivals in camp, so as to facilitate the proper charging of fares, etc., against them.

Price List and Perpetual Inventory—(Fig. 17)—Card or loose-leaf system. For use in head office. This system furnishes an invaluable alphabetical purchase record and guide, especially useful in

(FOLD ON THIS LINE)

DATE	19	JOURNAL VOUCHER	No.
<u>DEBIT</u>	FOL	GEN. LEDGER CASH LEDGER INDIV. LEDGER	CREDIT
	FOL	GEN. LEDGER CASH LEDGER INDIV. LEDGER	
TOTALS			

ALL DETAIL INSIDE AUTHORITY OF

{ P. 14 }

PRICE LIST & PERPETUAL INVENTORY

PAID ON THIS LINE			
DATE	PETTY CASH VOUCHER	No.	
CHARGE			
PARTICULARS			
RECEIVED PAYMENT			

(R19.11)

[illegible]

logging operations where such an indiscriminate variety of stores is purchased. It is simple in operation and readily verified in any particular by physical inventory. Statements and statistics of supplies purchased, used, and on hand can be prepared from this record conveniently and accurately.

Cadgers Way-bill—(Fig. 18)—In duplicate. A useful and practical form for covering teamsters' loads of supplies. The original, bearing signature of teamster, remains on file in head office, providing the necessary data for invoicing. The duplicate accompanies load to camp clerk for check and entry on day-book, and later for comparison with invoice. The total weight shown regulates size of load.

Leather Belting and Its Efficiency

It is not every engineer or user of belts that understands thoroughly the meaning of the terms "working tension," "grip" or "co-efficient," or in what manner their respective values are obtained. Even though it might involve a rather lengthy explanation, it is certainly an instructive detail, and one well worth understanding. The term "working tension" is used to denote the net pull which a belt has upon the pulley which it is driving—in other words, its driving force, says a mechanical engineer, writing in "The Leather Trades' Review." This varies with the quality of grip, or, as it is termed, the coefficient of a belt, meaning the power of cling to the face of a pulley and tending to revolve it against resistance. There is, of course, a pull both upon the tight and the slack side of a belt, but the transmissible power is derived from the amount of pull on the tight side, after that existing on the slack side is deducted therefrom.

I will illustrate this in a simple but practical way: Take a smooth-faced, clean pulley, 15 to 18 inches in diameter and have it fixed on a shaft, not in motion, well within the reach of the floor. Then get a length of leather belting of any width and about 4 to 6 feet in length. Place this over the pulley and allow it to hang down equally at either end. To each end attach some arrangement whereby weights can be carried, and start by suspending an equal weight, say 56 pounds, at either end of the belt. At this stage the belt will have an equal tension on each side, but no driving pull or working tension will be operative for the reason that results are balanced. Now, at one end of the belt place additional weights until the belt just commences to slip on the pulley, then stop. If now the excess weight which I will assume is 75 pounds, is divided by the total weight upon the belt at the point of slipping, there will be as the quotient the value of the co-efficient of friction, or the amount of grip.

There are the equalizing weights, 56 pounds each, then the extra weights added, making a total on one end of the belt of 131 pounds, and the coefficient of friction is expressed thus:

$$\frac{75}{75 + 56 + 56} = \frac{75}{187} = 0.4$$

Now it might be thought that a wider belt than that used in this experiment, and a pulley of larger diameter, would show a greater co-efficient of friction, but the truth is that no difference whatever would be apparent. If a belt ten times the width of that used were employed and a pulley ten times the diameter, the results would be practically

the same. And for this reason: The total grip of the belt remains the same for the total tension, because the grip per square inch of contact area is relatively much less. This shows that the only effective method of increasing the power of a belt is to increase the co-efficient of friction, or, in other words, its grip.

It must therefore follow that the condition of a belt will be an important factor to efficient driving, since a dry, glazed, uncared for belt would have a working face quite unfitted to cling to the face of a pulley, and to give that amount of grip necessary to transmit which a belting of the width would be expected to do. On the contrary, it must be equally as apparent that the softer and more pliable a belt is—as exemplified in new leather of good quality, or belting which has been treated regularly and systematically with a good dressing—the higher will be its co-efficient, hence an enhanced power development would be obtainable with a reduced working tension; obviously a feature in all cases to be desired, and one to be kept in view by every power user.

Shipbuilding News East and West

The Cap Vert, the fifth schooner of the fleet of six being built by the Wm. Lyall Ship Yards Ltd., Vancouver, B.C., was launched recently. The "Cap Vert" is a wooden auxiliary schooner of the latest type. The sixth hull is now almost ready for launching.

The tern schooner "Flowerdew" was launched recently by the Shelburne Shipbuilders Company at Shelburne, N.S. She is the third large vessel to be launched from the Shelburne Shipyards this season, and is a fine looking craft of 392 tons gross register and of special construction throughout.

A splendid tern schooner built by the Yarmouth Shipbuilding Company was successfully launched recently. She was christened "Marsh" and is the largest vessel launched from a Yarmouth yard during the past forty years. She measures 158 feet over all, 33 feet beam and 13 feet depth, and her accommodation is splendidly arranged for the comfort of officers and men.

The new schooner "Marjorie Austin," built at Harvey Bank, N.S., by Hon. C. W. Robinson and Brewster Bros., was launched lately. The keel of the schooner was laid in March last. The "Marjorie Austin" is staunchly built and of particularly graceful lines. Her length of keel is 76 feet and beam 28 feet. Immediately after the launching she went to Shulee to load lumber for an American port and later will take a cargo to the West Indies.

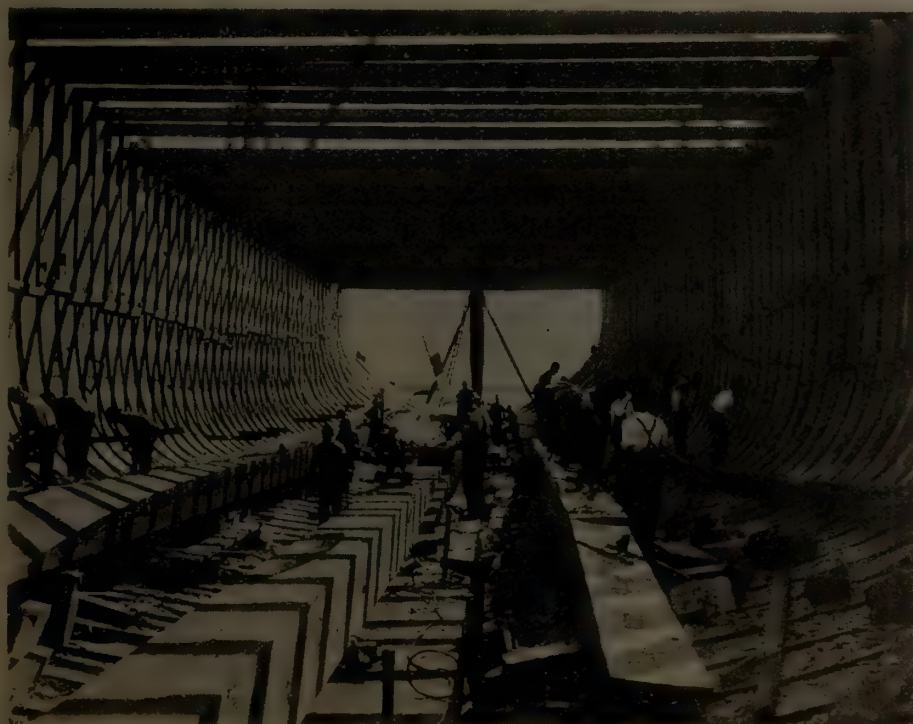
Contracts for two ocean-going 320-foot lake freighters, to be built at the plant of the Port Arthur Shipbuilding Company, Port Arthur, Ont., are now completed, according to J. F. Paige, general manager of the company. "These boats will be built at our berths," said Mr. Paige, "and will have to be taken through the canal in two sections, as the longest boat which can lock through the canal must not exceed 261 feet." Mr. Paige said the boats were to be constructed to the order of the Canadian government. He announced that the War Karma, the last of the freighters contracted for to the order of the Imperial Munitions Board, had been turned over to the owners at Montreal, after a successful trip down the lakes.

The Busy Shipyards of Western Canada

The accompanying illustration shows the laying of keelsons of a wooden ship in a big shipyard at North Vancouver, B. C., and recently appeared in the "Weekly Bulletin," issued by the Department of Trade and Commerce, Ottawa, to whom the "Canada Lumberman" is indebted for the loan of the engraving.

Moving pictures of all the ship-building operations in B. C. were recently taken by the Exhibits and Publicity Bureau of the Commercial Intelligence Branch, and will be exhibited in every country where Canada is represented by Commercial agents or Trade Commissioners.

Shipbuilding on the Pacific Coast has been a particularly busy industry during the war and has developed into one of large proportions. The prospects for the continuance and expansion of this comparatively new line of enterprise are very bright. British Columbia possesses several large wooden shipbuilding yards which have carried out numerous large contracts.



Wanted & For Sale

PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 20 cents per agate line (14 agate lines make one inch). \$2.80 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 20th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

Hemlock Wanted

One block of Hemlock Wanted. Quote prices to Box 826, Canada Lumberman, Toronto, Ontario. 1

Maple and Birch Wanted

We are open to buy for prompt delivery: 1½ in., 2 in., 2½ in., Maple and Birch, No. 2 Common and Better.

State lowest cash price with point of loading. Grade to be stated and guaranteed.

Box 825, Canada Lumberman, Toronto, Ont. 24-2

For Sale-Lumber

Piling and Square Timber

2,000 pcs. piling, 30 ft. to 60 ft. long, 7 or 8 in. top.

100,000 ft. square timber, 4 x 4 in. to 10 x 10 in., 12 to 16 ft. long.

Box 828, Canada Lumberman, Toronto, Ont. 1-2

Birch Saw Logs For Sale

Also Maple, Ash, and Basswood Logs; also 500 cords dry soft wood cedar posts.

P. ADAMS & CO.,

North Bay, Ont.

Maple For Sale

60 M. ft. Maple, 1¼ in. x 3¼ in. x 18 in. up to 72 in. long; practically clear stock, 50 per cent. white maple; a good percentage quarter cut. For further particulars, apply Box 777, Canada Lumberman, Toronto, Ont. 19-t.f.

Lumber For Sale

Two cars 4 x 4 Maple Boxed Hearts.
One car 5 x 5 Maple Boxed Hearts.
One car 6 x 6 Maple Boxed Hearts.
Seven cars Fir Doors.
Three cars Fir Columns.

GEO. C. GOODFELLOW,

Montreal, Que.

Spruce and Hemlock For Sale

1 car of 1 x 4 merchantable spruce, dry.
3 cars of 1 x 5 merchantable spruce, dry.
3 cars of 1 x 6 merchantable spruce, dry.
2 cars of 1 x 8 merchantable spruce, dry.
2 cars of 2 x 6 hemlock, dry.

We can supply this rough or dressed to order.

Peterborough Canoe Co., Ltd.,

Peterborough, Ont.

24-3

Spruce For Sale

48 M. ft. 5/4 x 4 -10/16
50 M. ft. 5/4 x 5 -10/16
56 M. ft. 5/4 x 6 -10/16
37 M. ft. 5/4 x 8 -10/16
160 M. ft. 5/4 x 10 -10/16
30 M. ft. 2 x 4 -14/16
260 M. ft. 2 x 6 -10/16
58 M. ft. 2 x 6 -16
210 M. ft. 2 x 7 -10/16
90 M. ft. 2 x 7 -16
79 M. ft. 2 x 8 -13/14
100 M. ft. 2 x 8 -16
95 M. ft. 2 x 9 -10/16
360 M. ft. 2 x 10 -12/16
136 M. ft. 2 x 10 -16
190 M. ft. 2 x 12 -10/14
100 M. ft. 2 x 12 -16
189 M. ft. 3 x 6 -10/14
120 M. ft. 3 x 6 -16
50 M. ft. 3 x 7 -10/16
37 M. ft. 3 x 8 -13/14
46 M. ft. 3 x 8 -16
70 M. ft. 3 x 10 -10/14
46 M. ft. 3 x 10 -16
30 M. ft. 4 x 6 -10/16
100 M. ft. 5/4 -8/16 M. C.
160 M. ft. 8/4 -8/16 M. C.
70 M. ft. 1 x 6 -10/16 No. 3
50 M. ft. 1 x 8 -10/16 No. 3
90 M. ft. 1 x 10 -10/16 No. 3
100 M. ft. 1 x 4 and up No. 4

J. E. Harroun & Son
Watertown, N. Y.

Wanted-Machinery

WANTED—1 Pointer, 1 Winch and Boat for same. Terms Cash. The Laberge Lumber Co., Limited, Sudbury, Ont. 1

For Sale-Machinery

Boiler For Sale

100 H.P. "Frost" Horizontal Tubular Boiler, used three months, in Manitoba, 125 lb. steam. Is a bargain. Also several fine Corliss Engines and Refuse Burners. Box 831, Canada Lumberman, Toronto, Ont. 1

Shipbuilders!

Buzz Planer, Cowan make, 24 in. wide, in fine condition. Cheap. Also Timber Sizer, 16 in. x 30 in., Band Resaws, Surfacers, Moulders, etc. Box 832, Canada Lumberman, Toronto, Ont. 1

Locomotive For Sale

Fifty-ton standard gauge Climax geared locomotive in first class shape. Immediate delivery. Box 827, Canada Lumberman, Toronto, Ont. 1

Logging Equipment For Sale

Including ten teams with big wheels, sleighs, etc., and steam log loaders, skidders and all material necessary for camp use. All in first-class condition and can be released promptly. For particulars write Post Office Drawer "D," Ludington, Mich. 22-1

Equipment For Sale

1 MacGregor-Gourlay double head tenonner.
1 Mattison variety lathe, 24 in.
1 pony planer, 24 in.
1 elbow sander.
2 Reynolds screw drivers, No. 2.
1 15 H.P. C.G.E. motor, 220 volt.
1 50 H.P. C.G.E. motor, 550 volt.
1 35 in. Sturtevant fan.

Peterborough Canoe Co., Ltd.,

Peterborough, Ont.

24-3

For Sale

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3—No. 94 Berlin Matchers, 15 in., fitted with hard steel knives on top and bottom cylinders—one pair shiplap, jointer and flooring heads with bits for each machine.
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The Otis Staples Lumber Company, Ltd.,
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Timbers should not be used for footings, but blocks of cement with a plank on top or a plank on the ground (cedar preferred), then blocks of 6x8 or 8x8, and another plank on top. This will allow ventilation under your piles.

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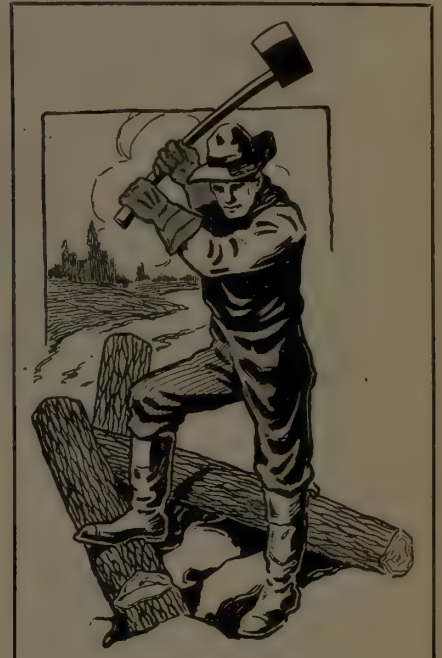
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Prices taking effect July 1st are as follows:

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Johnson's Horse Liniment No. 1	Quarts, Per Doz.	19.00
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2 lb Tins	each 2.25 Doz.	24.00
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Johnson's Concentrated Condition Powders, 1 lb. Pkgs.	Doz.	6.00
Johnson's Condition Powder, No. 2	doz.	2.75
Johnson's Horse Worm Powders,	Pkgs., Per Doz.	2.50
Johnson's Purging Balls	Per Doz.	2.50
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Mail orders solicited — Prompt shipments made.

A. H. JOHNSON WHOLESALE
Collingwood, Ontario DRUGGIST

Review of Current Trade Conditions

Ontario and the East

Naturally with the holiday season in full swing there has not been as much attention devoted to business as under ordinary circumstances. Trade, on the whole, has been rather quiet in every line and the chief interest has been in reviewing conditions and taking a survey of what the future has in store. One progressive measure that cannot fail to benefit the whole trade, is afforded in that which is being carried out by the Wholesale Lumber Dealers' Association to obtain statements of the total stocks in hand, in the various woods. This will afford some conception of what marketable stuff is on hand to supply local and foreign requirements. In the meantime the members of the Canadian Lumbermen's Association are keeping in close touch with the newly appointed Trade Mission at Ottawa, which is going to act in intimate conjunction with the Canadian Mission in London. By unity of action it is expected that some satisfactory orders will come to Canada through negotiations conducted by the Federal authorities with the Imperial Government. The fact that Great Britain will require 100,000 standards a month of soft wood for rebuilding purposes, is a hopeful indication of the demand that is likely to spring from the Old Country. Many orders are reported for large quantities of spruce and spruce deals at prevailing prices, and, in some instances, 10 per cent higher than present quotations. It is of course, difficult to establish the correctness of some of these rumored transactions. Such big things are in prospect and the trade is looking for such huge development that there is possibly considerable exaggeration in many stories going the rounds. Ontario travelers who have returned from the eastern provinces report a very enthusiastic attitude on the part of buyers in the Maritime district.

There, as well as in Quebec and Ontario, building is expected to be very active and retail lumbermen as well as wood-working industries are looking forward to a brisk season. In regard to what England requires and how this business can be secured an interview which appears in another column with Major General A. D. McRae, clearly outlines the situation.

In reference to prices these are remaining steady and the feeling seems to be impregnating the whole trade that values are going to hold during the coming season, at least, until well on into the summer, when, owing to the usual slowing down, there may be a shade in reduction. Those who study closely the situation cannot see why or how prices should come down. Logging operations are being carried on at an advance of 10 to 15 per cent over last year, and the lumber which is now in the yards—limited as it is in many cases—could not be replaced for anything like present values.

There has been considerable improvement in the labor situation, but the release of men came too late to effect any decidedly increased cut.

Work of this kind generally terminates about the first of the year, starting in in August. Wages continue to hold firm and there is not any prospect of a decrease. Many things will have to transpire before the pay end of the business will undergo any radical change. There are many questions involved in this, such as the cost of living and supplies, the industrial revival, the openings in allied industries, the emigration movement, the house rent problem, and the present restlessness which seems to characterize men in divers walks of life.

The whole situation from a producing, operating and distribution standpoint was pretty fully reviewed by representative manufacturers in the last issue of the "Canada Lumberman." They are almost a unit in their expression of opinion that present costs can not be immediately decreased, that stocks are lower than usual, that the cut during the coming winter will be small, and that with the increased overhead expenses and general uncontrollable charges, such as the higher prices for machinery, belting, taxes, income assessments, etc., there can be no logical come-down in the figure for the finished product. The retail lumbermen report that while there was not much building going on during the past year, still on the whole business from one source and another kept coming in with the result that in many cases the turnover was a little better than last year.

The building outlook for 1919 is brighter than it has been for some time, but some retailers fear that the continued high prices will prevent people from building. Repair work will be quite heavy as in many cases it is not possible to neglect any longer attention to delayed alterations and necessary renovations. It is believed that prices will be fairly stationary and no change is looked for during the next six months in any event.

One of the leading retailers in Western Ontario, comprehensively

sums up the general situation when he says that the expense of doing business last year was considerably more than in the previous one. Everything necessary for the carrying on of yard facilities and manufacturing in the plant advanced very materially and it was found difficult to keep step in the matter of prices to off-set the additional expense. The demand in some cases was insufficient to warrant the retailer getting a fair profit and in certain instances he had to be satisfied with turning over his stock at practically cost. However, everything looks well for trade during the coming year and just how soon the rebuilding revival will set in is, of course, problematic. The consensus of opinion, however, is that 1919 will be a good one for the manufacturer, the wholesaler, and the retailer, if courage, patience, foresight and confidence are exercised.

United States

During the holiday period business has been seasonably quiet. The various lumber organizations are making ready for a very active selling campaign during the coming season and to secure a large proportion of the business which is likely to come into American channels through the heavy foreign requisitions for building materials.

The industry is now generally undergoing a process of reverting to conditions as before the war. All government regulations, embargoes and other restrictions have been eliminated and the prices, which have been fixed for the government, have practically expired. Things are rapidly settling down to normal conditions. The general trade has been rather quiet, but everything points to renewed development. The manufacturers of passenger automobiles have been notified that they may now make these automobiles to 75 per cent. of normal capacity while the War Industries Board announces that the furniture conservation schedule, which was to have gone into effect at the beginning of the year, has been rescinded. Many other measures which were taken owing to the pressing necessity for the conservation of material, labor and transportation for strictly war needs have been eliminated. Thus the barriers are being cleared away and the trade confidence expects an active building programme.

New enterprises are talked of in many cities. Already orders from over-seas with which to replenish wiped out stocks are coming in. Italy is one of the new sources of outlet and has placed orders for over 7,000,000 feet of timbers with the Douglas fir industry. It is expected that much evidence of big business will manifest itself in many sections of the country within a few weeks. Once the movement sets in to build up depleted supplies, it is thought the momentum will gain force and the influence of active conditions spread themselves throughout the country and do much to fill the gap created by the curtailment of Government requirements.

It is said that Italy requires a very large amount of railway ties in addition to material for housing and other industrial enterprises. A big national reconstruction programme is in progress there and everything looks bright for the future. Other overseas countries of course will do likewise in due time. Rumors have told of inquiries for gigantic quantities of lumber being circulated in the United States by various reconstruction agencies abroad, and all this will soon come to a head. This winter will be spent by Europe in formulating definite reconstruction policies and plans and in drawing up specifications and the like, and when the spring building season arrives a great movement of American lumber across the Atlantic may be expected, to continue and grow as time goes on. The fore-runners of this business have already made their appearance; very shortly something more definite will materialize, and then the American lumber industry should be prepared, in policy and with materials, to meet the heavy demands that it surely will be called upon to meet.

The whole of the recovery of regular business depends very much on the action of prices, it being evident that many interests are determined to await lower price levels before engaging in any noteworthy activity. There has not as yet been any general or striking change in the price situation, but that the markets eventually will turn more and more to the buyer's favor is everywhere regarded as a sure development.

From all reports, the southern pine market is in a healthy condition. Many inquiries are constantly making their appearance, and many good orders are offering; but most mills hesitate to book too heavily at this time, really preferring to stay off the market until such a time as they have had the opportunity to replenish their badly broken stocks, and also to repair their plants in preparation for the



View of Mills in Sarnia.

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Retailers and woodworking establishments who like to get A1 NORWAY and WHITE PINE LUMBER always buy their stocks from us because we can ship them on quick notice. It pays to have the goods, but it pays better to "deliver" them.

We also make a specialty of heavy timbers cut to order any length up to 60 feet from Pine or B. C. Fir.

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Cleveland-Sarnia Sawmills Co., Limited

SARNIA, ONTARIO

B. P. BOLE, Pres. F. H. GOFF, Vice-Pres. E. C. BARRE, Gen. Mgr. W. A. SAURWEIN, Ass't. Mgr.

era of great activity and prosperity that they expect to come.

The furniture and musical trades are active which creates a fair demand for hardwoods and manufacturers are quite optimistic over building prospects. They have also a large export business in view, which it is believed will eventuate as soon as preliminary adjustments abroad can be affected to permit reconstruction. Prices are on the whole well maintained and in a few sections there have been some advances.

Great Britain

A good deal of confusion will arise during the next few weeks, but this, is inevitable, and merchants must exercise patience during the transition period, especially as they will not have long to wait for the peace demand which will rapidly gather in strength, says the "Timber Trades Journal." We believe that everything possible is being done to avoid dislocation of trade and the throwing of employees out of work, and so far is this policy carried that we hear of some instances where ammunition boxes, etc. are, at any rate, were a few days ago, still being manufactured under the old contracts. This seems a great waste of time and material, but our war organization had become a vast and complicated concern, and the most we can hope for is that losses of this nature may be minimized. The home grown trade will soon receive a great impetus from the expected partial withdrawal of control. There is little prospect of wages being reduced, at any rate, until living becomes much cheaper, which we fear cannot happen for many months.

The reaction from the strenuous times that have passed, when all business was practically directed into channels for the energetic prosecution of the war, has brought about entirely new aspects of trade which call for a pause while matters adjust themselves and take a definite shape. A halt has been called in the huge demands for hard and soft woods that were needed for the above requirements, and on which the trade has existed during the last few years; no new contracts are forthcoming from these sources, many Admiralty contracts, indeed, having been under clause cancelled, and the trade in these directions is solely confined at the present time to the completion of unfinished orders. In the meantime the disorganization that has taken place during the war in industrial circles has hardly commenced to reconstitute itself; a gradual return of labor is necessary for this object, and until this takes place the demands from these normal sources of consumption may be expected to be entirely inactive.

In this transition period matters cannot be anything but station-

ary, and in most quarters there is a state of marking time, everyone waiting for consequent developments which, it may be presumed, will follow the changed conditions.

To what extent the Government will control the hardwood trade is the question that the trade is concerned about at the moment. It dominates the position, and while it remains indefinite, arrests any movement that might be forthcoming in regard to purchasing in readiness for future demands.

There is an urgent call from producers of aeroplane spruce in British Columbia for a market that would absorb the vast amount of inferior Sitka spruce that has accumulated during the war period at the different mills in Western Canada. They might, perhaps, when the opportunity arrives, take into consideration, in looking for a profitable outlet for this stock, to the markets of this country. A large field for its consumption might be found in the cabinet trades, if the wood could be shipped at a reasonable cost and in such desirable conversions as are favored by these trades. In former years large quantities of Quebec pine of the higher grades were in strong demand for polished work in these industries, and, although spruce may not be so kindly working as the pine, it would present a vastly more handsome appearance when polished, and would probably soon establish itself as a popular wood for the purpose.

Energetic endeavors are being made by French firms on the French Congo, in conjunction with the Governor-General, to interest American consumers in the hardwood products of that Colony, especially in regard to okume and the several varieties of wood that pass into consumption as mahogany. They claim that both okume and the mahoganies have been successful as materials for aeroplane construction, and that the first-named wood is admirably adapted for plywood work.

Although the war is not yet over and demobilization cannot be carried out on a large scale, the Government are trying to solve that heavy task by well considered organization, so that when the conditions of peace are signed the country will not be flooded with ex-soldiers without employment. In the meantime, however, and whilst many men can be spared, the Government are arranging the release of men previously engaged in important industries, including the timber trade. Those employers in that trade should act accordingly, for the sooner their men are at peace work again the better it will be for the State and the future of the timber industry.

Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD.**

Trade Seasonably Quiet in Ottawa District

With sales slow and few orders coming in the Ottawa lumber market during the closing period of December indicated promise of better times ahead. The customary Christmas and New Year's lull asserted itself and consequently few of the trade looked out toward business. That is in the terms of shipments and sales.

While there was little going on outwardly there was apparently on the inside a great deal of thinking and speculation being indulged in as to the prospect of future conditions. In short, even with shell box orders cut off, there still ran a vein of optimism that conditions sooner or later would right themselves and that good business was

During the month of December the market showed practically no change so far as prices and stocks went. On the other hand the efforts of the lumbermen to build up or create business seemingly began to bear fruit. Quite a few inquiries were received by Ottawa firms from South Africa, West Indies, and South America, indicating that the export situation is beginning to show interest and perhaps soon open up.

The immediate concern of Ottawa lumbermen was not that of local sales. Everybody interested looked toward the export end and was keen to get the first word when it was going to open up. Representative lumbermen spoken to agreed that a great export demand soon promises to arise and to meet it lumbermen have got to have the stock in sight and go hot-foot after foreign business.

Up to Christmas Day no word had been officially received when the export market, governed by the restrictions of the War Shipping Board would open up. The lumbermen want to know when and where they can get bottoms and the grade of stock required before they start closing orders which some inquiries indicate are coming.

To South America, Africa, and the Indies, it was believed there would be competition. To England and France, Sweden and Russia with the United States, were looked upon as the most successful com-

petitors, so far as the Canadian trade was concerned. The increase in inquiries was regarded as a good sign or tending brighter things ahead, even though big orders were not immediately placed.

Buying for Canadian account did not amount to much. Locally a few shipments, most of which had been purchased months ago, went forward. Otherwise, general business was quiet. The demand for lath, shingle, and the building grades was practically nil.

Outside of the increase in inquiries perhaps the most hopeful symptom of future trade was that the market all around continued to remain firm as to price. According to reports no price cutting was going on.

Wholesalers had little to say and thus it was hard to gauge their intentions as to the buying of next season's cut at the rumored advance in prices. The general outlook with the ending of the year did not show any signs to warrant a drop in prices; rather the tendency seemed to be that the cost of next year's cut would advance. Ever since the war began the cuts have been growing leaner and leaner as the successive seasons went on and consequently dealers point to the fact that the stocks in the country to-day are below what they were on a peace footing. With the influenza epidemic this year the woods cut in Ottawa Valley is predicted to be only from anywhere from fifty to sixty per cent. of last year's operations. The cost of log production is also materially increased.

All Opinions Are Just Guesses

Writing to the "Canada Lumberman" on the present condition and prospects of the square timber trade a leading Eastern exporter says: "Experience counts for nothing and the man on the street can to-day form as good an opinion of business as any of the principals. All opinions are guess work and of no benefit to the general community."



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You cannot enjoy drinking canned milks—**Try KLIM.**
The 10 lb. tin is the most economical to buy. You can get any amount where you now get your other grocery supplies.

Klim is genuine—the flavor proves it—Drink it.

Canadian Milk Products, Limited

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YOUR Men will work with a better will if you serve variety meals. They cost less.

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Canada Food Control—Blanket No. 165

St. John Says There Will Be No Cheap Lumber

The lumber market at St. John, as far as sales are concerned, is at this writing, entirely in charge of the buying and shipping of all wood goods for the United Kingdom. It is intimated that this condition is to keep up for nine to twelve months, but this may only be a guess and without foundation. It is believed by the manufacturers in Canada that the Mother Country is certainly not going to do anything to the detriment of her colonies and that sooner or later a return to per-war conditions will take place. One of the mainstays of Canada is her lumber resources and if a fair opportunity to market her goods is not given her, it will work a great financial hardship to the producers and country in general.

There is no American business offering, as building in United States, especially in the east, is at a standstill. Although stocks are low in the east, the yards claim they will not buy until later when they are able to see what is ahead, which, at the present time they cannot do.

There will certainly be no cheap lumber for 1919, as up to date it has been a very expensive winter to operate. Men are now getting more plentiful, but it is too late to help the lumbering in the woods, as crews were hired early and at very high wages. Large shipments of deals are going forward by transports from St. John, but all being past purchases of the British Munition Board.

Local, retail and factory business is beginning to show a falling off, although not as bad as in past years, as always winter brings a slowing up of joiners' work on account of bad weather conditions. Stocks of refuse are very light. Spruce boards, both merchantable and refuse, are hard to find at any price. Laths, shingles and boxes show only fair sales.

It is felt that no change will take place both in conditions and price, not prevailing until after the first of the year, when, without doubt, a change for the better will come.

Montreal Situation is Strong and Promising

Naturally at this period of the year, business in Montreal is restricted. The holiday season and the end of the year are not inducive to buying on any large scale. Wholesalers report very little doing in any lines, and no activity of importance is looked for until the near approach of spring. There is, however, a decided feeling that we shall then see a pronounced revival in constructional directions. The building contractors are of opinion that provided prices of materials will recede a little there is hope for an extended programme of building. Montreal is very short of houses and flats, and the return of our boys from across the water will aggravate the situation and almost compel the construction of a large number of residences.

While builders and contractors are looking for reductions in the cost of materials, they have no illusions as to the strength of the lumber market. Some of them state that they do not anticipate any lower lumber market. Some of them state that they do not anticipate lower lumber prices, although they say that a lessened cost in this direction would form a factor in the encouragement of more extensive construction.

The Montreal wholesalers interviewed expressed the opinion that the market generally would hold firm for many months. With the undoubted increase in the price of manufacturing lumber and the probability of a stronger demand for overseas, the chances are all in favor of quotations advancing rather than declining.

The export outlook is most encouraging. Great Britain, we know, is in urgent need of all the lumber she can secure, and the deciding question is as to the number of bottoms which can be spared to convey lumber to the other side. Cable advices from London speak quite optimistically as to prospects. The Canadian representatives in England have taken up this subject with the British Ministry of Shipping, and while the North Atlantic freight service is likely to remain for a considerable time under control there is every reason to believe that the amount of space allocated for commercial business will be very considerably increased. Canadian exporters, last season, were very hardly hit by the necessary restrictions, and they will welcome getting back to something like normal conditions, particularly as they hold some very extensive stocks.

Opening New Sales Office in Montreal

Canadian SKF Co., of Toronto, will open this week a sales office at 412 St. James St. W., Montreal, Que., under the direction of Mr. Geo. Sheppard, where they will carry a large stock of SKF double row self-aligning ball bearings, single row ball bearings, automatic drill chucks, ball bearing hangers and pillow blocks, "Quality" steel balls.

It is intended to give to Eastern users the best service possible in the matter of shipment and also to extend the SKF engineering

service for ball bearing designs and applications. SKF products are sold on an engineering basis by engineers, the first consideration being to recommend the correct bearing and method of application for the work submitted. The growth of the SKF companies has been remarkable. Commencing in 1907, in Sweden, with an initial staff of twenty people, it now comprises a plant employing 16,000 persons, controlling three mines where the special grade of ore for this product is mined. Plants are also established in France, England, Hartford, Conn., Philadelphia, etc.

Getting After Portable House Business

An export outlet for spruce, pine and hemlock suitable for building purposes was, seemingly, provided for at a meeting of the Canadian Timber Products Association, held December 20th, at the Chateau Laurier, Ottawa.

The Canadian Timber Products Association was incorporated some time ago and is comprised of some sixteen representative firms. The object is to promote the sale abroad of the products of Canadian woodlands.

At the recent meeting new officers were elected and it was decided to push the sale of knock-down and standard-built houses in the Old Country. With this end in view attempts will be made to secure large contracts for portable or knock-down houses from the French and British Governments.

The meeting, of course, was more or less private, the chief matter being the agreeing of the price at which the houses would be turned out and sold at. The price averages about \$400 f.o.b. ocean port Canada. In the winter months the shipping point will be in the Maritime Provinces, and in the summer, at Montreal.

The following new officers were elected: William Rutherford, W. Rutherford & Sons, Montreal, chairman; Mr. A. G. Rose, James Davidson's Sons, Ottawa, vice chairman; Mr. Fred Potvin, the Georgian Bay Shook Mills, Midland, Ont., secretary; directors, Messrs. F. Kent, Seaman-Kent Co., Meaford, Ont., J. S. Schultz, Brantford, F. C. Thompson and W. C. Edwards, Ottawa.

It was decided to send Mr. A. G. Rose to London to look after the securing of orders and survey the ground. He will leave early in January. The plan of operation is to secure orders in blocks of one thousand or if possible, ten thousand. It is believed the French Government will deal with Canada direct, and that the British authorities will look after the Belgium end of the business. When Mr. Rose arrives in London he will get in touch with the Canadian Purchasing Commission, of which Lloyd Harris and Frank Jones are members.

An aggregate order for ten thousand houses is being aimed at, and if more can be secured they will be taken. The number of feet in each house is to be 4,500. There are two types of houses figured on: Type "A," having two rooms, being put in at \$375, and the other a three-room house, of which no particular type was listed, is to sell at \$415. Blueprints from the French Government were followed.

When the orders are received the work will be proportioned to the various plants of which the members of the Canadian Timber Products are associated with. The distribution will be on the basis of the capacity of the plant. It was estimated that with the combined capacity of the factories concerned that two hundred houses could be turned out each week.

Organization for the Foreign Trade

It takes a great deal of money to transfer our lumber from the mills into the hands of the ultimate users in foreign countries. Our competitors in the State of Washington and Oregon are fortunate in having financially strong companies looking after the selling and transportation of their lumber into foreign markets. This missing link we need in British Columbia. The manufacturers are unitedly well able to supply the funds, but the matter requires organization and united action, says Hon. T. D. Pattullo of Victoria.

In regard to transportation the fact that it requires a great deal more money to transport our lumber into foreign markets than to buy the logs and manufacture it at home, renders it difficult in many instances, without close united action, to get more than cost for our lumber.

This is the case even in the Eastern Canadian market. The freight on a carload of box grade lumber for instance, delivered in Ontario, is more than the mill gets for it. What costs the buyer in Toronto from \$700 to \$750, the manufacturer receives about \$300.00—the balance goes to the railway company.

There is still plenty of easily available timber in British Columbia. No chance to corner it yet awhile, and plenty of sawmill capacity, so that our next united effort must be in providing an efficient selling agency and proper means of transport.

The Best is what you want



OUR Lumbermen's Clothing is acknowledged to be the Acme of Perfection, our large and full fitting Garments save time and expense in handling by your clerks, each article is always found to measure up to the size marked on the ticket, and the quality is fully guaranteed. We can give you prompt delivery of.

**Mackinaw Coats, Pants and Knickers
Fancy Mackinaw Shirts, Jumpers and
Sweaters, Kersey Shirts, also underwear
Socks, Mitts and Caps.**

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Boilers in Stock

2—72" x 18' H.R.T. Boilers, 125 lbs. W.P., Ontario Code.
2—54" x 14' H.R.T. Boilers, 125 lbs. W.P., Ontario Code.

VERTICAL TYPE

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1—25 H.P., Ontario Code.
2—20 H.P., Ontario Code.

Subject to Prior Sale

LOCOMOTIVE TYPE

1—50 H.P., Standard Inspection.
1—30 H.P., Standard Inspection.
1—20 H.P., Standard Inspection.

1—9" x 12" Double Cylinder, Jenckes Cableway Hoist, complete with carriage, cable, sheaves, etc.
1—Open Top Tank, 10' long x 2' deep x 3' wide $\frac{1}{4}$ " plate.
1—Concrete Bucket, 24" x 24" x 30" deep with open bottom.

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Lumber Will Maintain Present Prices

Leading Firms Believe Cost of Production Must First Come Down Before Any Change Occurs

Since the last issue of the "Canada Lumberman" additional expressions of opinion on the present conditions in the lumber market and the future outlook have come to hand. These all bear out the conviction that, owing to the high cost of operation and production, there is not much prospect of the products of the forest coming down in price, at least, not until such time as there is a decrease in wages and the expense of supplies and the high scale of living drops.

One of the largest firms operating in the Georgian Bay district state that 1918 was a very difficult one owing to the shortage of men and by reason of the enormous fall of snow a large amount of timber was left in the bush this spring. Then the low water in the rivers added to the troubles of driving. The firm report that during the past fall there has been a very heavy rain fall while labor has been none too plentiful and production so far has been delayed. The outlook, however, is improving, but the firm are of the opinion that it is too late to be of much advantage. They look for lumber prices that will be in advance of last year by reason of high operating costs.

Labor Situation is Improving

The John Carew Lumber Company, Lindsay, Ont., consider that there will be a great deal of lumber required to build up the devastated countries and that a lot will be required at home, as there has been very little construction in progress during the last four years. Since the war lumber has been used particularly for munition purposes. Continuing, the company say "that the prices of lumber are high at the present time, but while wages keep up the product cannot be manufactured to sell any cheaper. In the winter of 1914-15 we could get all the bushmen we required at \$22 a month and board. To-day we are paying the same men \$65 per month and board and even at this wage we cannot fill our camps. We have had one camp since August and another since September, and have now put in two additional camps, although all these are not filled. We expect that after the holiday season there will be no difficulty in fully manning them. In this part of the country the stocks taken out will not be heavy as very few lumbermen are operating extensively. The lumberman has to spend his money, at least one year ahead, before getting any return and, with the existing conditions, if he takes out heavy stocks, he might run quite a chance in that building may not pick up quite as quickly in the spring as imagined. However, the outlook is good."

Prices and Demand will be Maintained

Chew Bros., of Midland, Ont., say "that the urgent need throughout Canada for additional housing accommodation, together with the financial provision contemplated by the Dominion government under which the various provinces can secure loans respecting building will now, since war is over, result in creating a demand for lumber, etc., to meet the domestic need.

"In regard to the export trade, we think the way to secure Canada's share of this is to arrange promptly for necessary representatives overseas whose duty it will be to look after Canadian interests. We understand an organization, known as Canadian Industrial Reconstruction Association has organized and are soliciting and securing large sums of money from Canadian industries for just this purpose. They state their agents being sent over will cover the cull trade interests. We are not an authority on export shipment, but think if lumber could be manufactured into the more finished product, it would result in affording work for thousands of laborers throughout Canada who could be employed in this class of industry; also benefits would accrue during the period of lumber transportation facilities due to abnormal losses, during the war, of merchant shipping, in that each cargo would consist of a much greater quantity of finished product than if shipped in rough. Of course, there may be some objection on the ground of damage to finished stock due to handling, etc., for transportation.

"Respecting conditions in the woods this season, we think the output will be less, due to scarcity of labor during the early part of season and also to the "Flu" epidemic. Our output will be smaller than last year and just at present we are unable to say to what extent. Wages are probably 15 per cent. higher than last season and certain lines of supplies are also more costly.

"In reference to prices, although shell box orders will be at an end, it seems to us that our domestic building requirements, together with the share of export trade that we should be able to secure, should certainly more than take the place of the shell box business now discontinued. Supply and demand usually regulate prices and as the prospects are that the supply will be limited and the demand great, we see nothing to justify a reduction in prices. The cost of production thus far has been higher than hitherto."

Speaking of operations in the woods the Schroeder Mills & Tim-

ber Company, of Pakesley Station, Ont., say that costs are going to be very high this year, fully 25 per cent. more than last year, owing to increase in wages of \$10 per month and higher figures for all kinds of supplies. Weather conditions up to the first week in December had been very bad. Labor was scarce up to the middle of November, and since that time the company have been able to get all the men they require. Wages have not been lowered at all and it is the opinion of the manager that they should not be until the cost of living drops, which is not likely to eventuate for some time. The opinion is expressed that it would be advisable to keep wages up for a year or so after the boys return from the front in order to let those who have offered their lives for Canada and the Empire share in the big wages which have been paid foreigners and slackers.

No Reduction Until Producing Costs Lessen

The Spanish Mills Co., Cutler, Ont., say: "We think the suggestion advanced by the Hon. Mr. Ferguson, Minister of Lands and Forests, to send a representative of the Ontario manufacturers overseas to advertise our product is a very good one and we hope the lumbermen will not lose sight of it.

"As to conditions in the woods this season, up to date they have been the worst that we have ever heard of. Scarcity of labor and the poor quality of such as we got, along with the influenza and the almost continual wet weather of October and November, tended to make an almost impossible condition. Now, however, things are looking a little better, getting plenty men, although it is somewhat late in the season to help matters very greatly, but should we not have too great a snowfall before the middle or last of January, we may be able yet to make some showing in the production of logs. Wages are from \$60.00 to \$70.00 per month, which is about \$12.00 per month higher than last year. Supplies cost about the same. We would say that in the provinces of Ontario and Quebec production of white pine and Norway this season will be not much more than half of what it was last season.

"As to the price of lumber in the near future, we do not anticipate much change. Those in the lumber business, from the manufacturer to the retailer, must hold prices or lose money, and what is being produced to-day is costing more than last year. We think lumber will hold its own for six to nine months, and perhaps longer, and with the reduction in cost which we would anticipate in the season of 1920, then we should say that lumber will drop in price proportionately.

Personal Paragraphs of Interest

Mr. Jas. Donovan, of Toronto, left recently on an extended business trip to the mills in British Columbia and will be absent six weeks.

Jas. Russell Sutherland died recently in Toronto, after a short illness from pneumonia. He was 31 years of age and for a time was in the lumber business in Quebec and since removing to Toronto was an inspector for the Canadian Aeroplanes Ltd.

J. E. Walsh, who for many years has been manager of Transportation in connection with the Canadian Manufacturers' Association, Toronto, has been appointed the general manager of the C. M. A., with supervision of the staff in all departments, branches and sections. Mr. Walsh is widely known to the lumber industry, in the affairs of which he has always taken deep interest, and many friends will congratulate him on his well deserved promotion.

R. H. Campbell, Dominion Forestry Supervisor, who was seriously injured in a railway collision at The Pas and was in the hospital in Winnipeg, has entirely recovered and recently paid an official trip to Alberta.

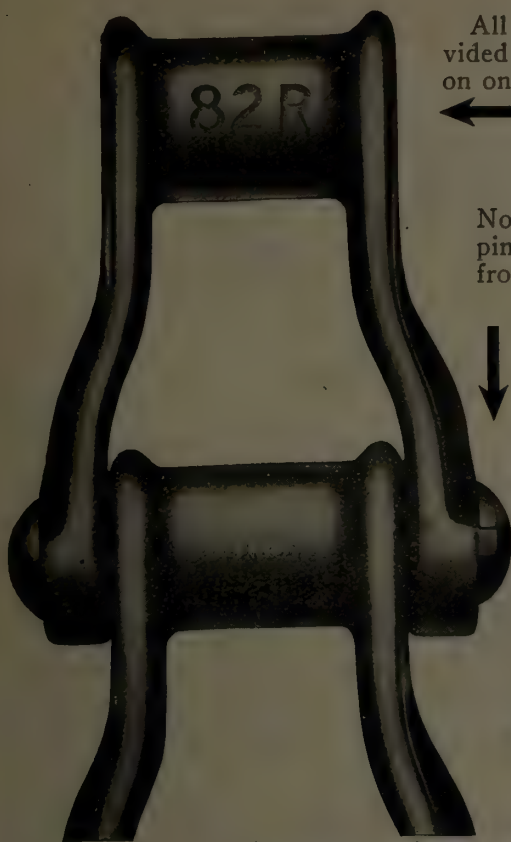
Harding Downey was instantly killed in Downey Bros.' lumber mill at Hopewell Hill, N.B., recently. He was engaged rolling logs on to the bed when one of the large belts running an edger snapped and the end struck him a terrific blow on the head crushing right through the skull. He was a cousin of the owners and is survived by his wife and six children.

Another Company Ceases to Exist

The Vancouver Timber and Trading Company—one of the chain of companies promoted in this province by Alvo von Alvensleben—was placed in liquidation at the request of the Dominion Bank, Vancouver, which is a creditor for over a quarter of a million dollars.

Mr. F. W. Tiffin, who made the application, stated that as there are no assets in sight he would not ask that the provisional liquidator, Mr. J. W. McFarland, put up any security.

The company had at one time owned a large number of timber licenses, but over a hundred of these had been hypothecated to the Dominion Bank as security for advances, and the remainder are held by P. Burns and Co., who are the next largest creditors.



All "Reliance" Chains are provided with a wide-wearing shoe on one side of the link.

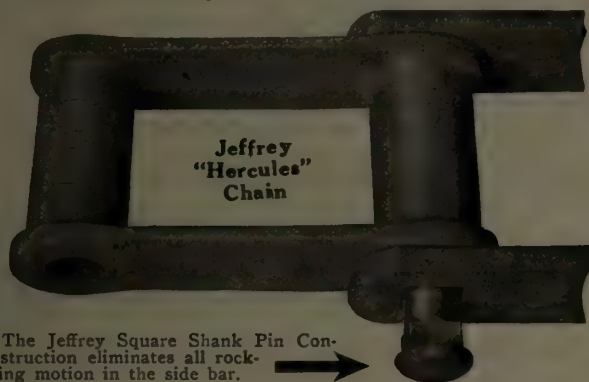
Note also the double-keyed pin head to prevent the pin from turning.



F-4 (B. & F.)

"Reliance" Chain

With F-4 (or B. & F.) Attachments; the best thing for Saw Dust and Light Refuse Conveyers. Used also for Lumber Conveyers.



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Jeffrey Square Shank Pin Construction

The hard smooth steel pins with the square shanks fit into perfectly square holes. The bearing surface is the full width of the pin. We are the originators of this type of chain and have been building and improving it for 25 years.



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Jeffrey Detachable Chain

The type most generally used for Chain Drives. With F-2 Attachments to carry flights, Detachable Chains make good saw dust Conveyers.



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Not just chains, but chains that combine all the qualities and features demanded where greatest production or capacity is to be obtained.

Our 36 years of Chain building experience and knowledge of the Lumber Industry's needs makes the recommendations of Jeffrey Engineers valuable to you.

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S-1½ Long Spur

K-5 Attachment



Long Link Coil Chain

For Log Hauls with S-1½ Spurs
For Heavy or Light Refuse and Slab Conveyers, use U Bolt or K-5 Attachments to carry flights or scrapers.

Newsy Briefs From St. John

A report reached St. John recently that the British schooner, Abbie Keast, lost 40,000 feet of lumber from her deck during a recent storm. She was enroute from Parrsboro, N.S., to Boston. The lumber in the hold shifted and punctured a large opening in the stern of the schooner.

S. G. W. O'Reilly, of Ottawa, was in St. John and Halifax recently in connection with the shipment of lumber overseas during the winter season. He was looking after the exportation of lumber for the Imperial Munition Board.

The office of the Newville Lumber Company was destroyed by fire a few days ago and unfortunately the fixtures were not insured. The Company have secured another office and are again carrying on their business.

Many Schooners Under Way at Parrsboro

Quite a fleet of schooners has been built on the shores of Minas Basin this season, and several of them were launched last month. Among them was the handsome four master, "Governor Parr," the largest vessel ever built at Parrsboro, N. S. "Governor Parr" was the first Lieutenant-Governor who ever visited this part of the province, and the township, comprising that part of Cumberland county lying along the shores of Minas Basin, was named Parrsborough in his honor. When Mill Village began to assume the proportions of a town, the name of the township was quite commonly applied to the village and when incorporation took place it became the legal name. Now, after the lapse of nearly one hundred and forty years since the Governor's visit, his memory is revived and freshened by having Parrsboro's biggest and best ship named for him.

Two days before the "Governor Parr" was launched another four-masted schooner of somewhat smaller size was turned off at Scott's Bay, an arm of Minas Basin. This fine vessel, like the "Governor Parr," is fitted with auxiliary engines to burn crude oil and be used for propulsion in calm weather. These, of course, are in addition to a gasoline engine such as all big schooners now carry for hoisting purposes. The same week the above vessels were launched, a tern schooner was put off at Port Greville, and another and larger one was launched at Noel. A four masted schooner of moderate size is ready for launching at Diligent River, and will be turned off as soon as conditions are favorable. It is probable that several tern schooners will

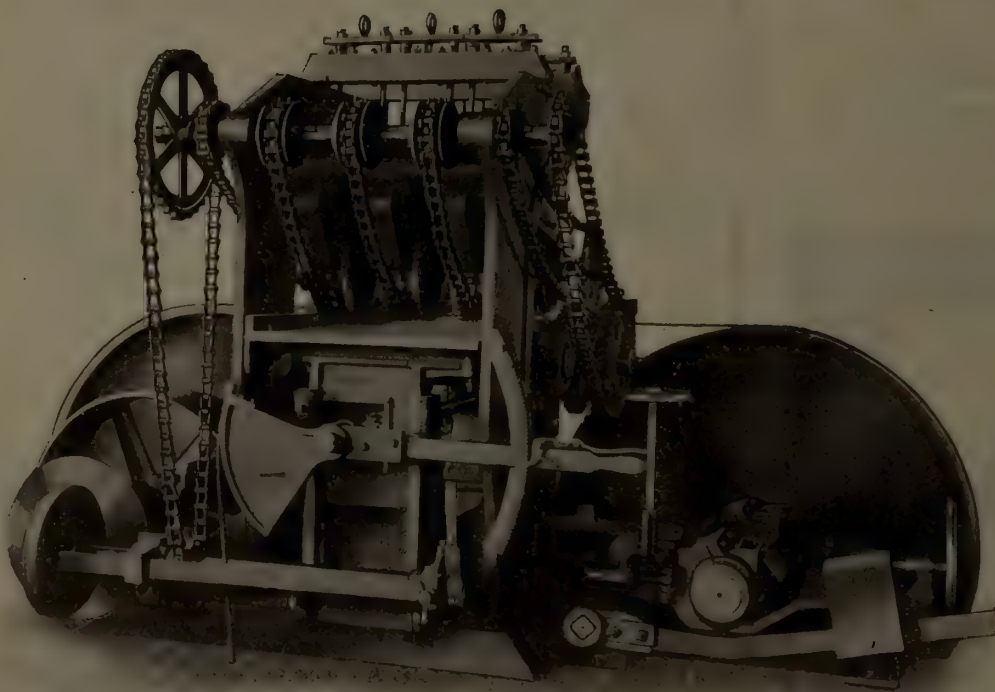
be launched along the Parrsboro shore about the same time. These are all fine vessels and would make a splendid addition to the Parrsboro fleet, but the builders are not permitted to keep them, for in most cases, even before the vessels are completed, outsiders offer prices for them that prove too tempting to be resisted. During the past two or three years one Ontario man alone is said to have acquired something like a score of the new vessels built along this shore. However, there may yet be a chance to make some needed additions to the Parrsboro fleet. It is understood that all or nearly all the builders in the vicinity will continue in the business another year at least. The builders of the "Governor Parr" will build two vessels next year instead of one, and it is quite possible may show even greater results during the coming season than have been attained this year.

Revival of Spruce Activity in the East

During the past two years the embargo on deal shipments to the United Kingdom and the scarcity of labor have reduced the output of deals so low that it became a negligible quantity. This was almost literally true of last year, but new markets have been found this season for several million feet of lumber, consisting largely of deals and scantling. One Nova Scotia dealer, whose total shipments amounted to more than 9¼ million feet, shipped by rail 4,140,000 feet of spruce and 1,444,000 feet of hardwood to various points in Canada and the United States. Add the lumber exported to the United States by sea and the cargoes shipped to South Africa and the Canary Islands, and we have a total more than twice as large as the whole output last year. Yet the total output this season was not as large by more than nine million feet as the shipments of deals alone to the United Kingdom in 1916.

The only condition that will prevent a largely increased output next winter will be the impossibility of securing sufficient labor. If the operators can get all the men they want the output will undoubtedly assume record proportions. If the men can not be had the operators will have to be contented with a smaller cut, but they will employ the largest gang possible. Considering the number of men that will be required for producing ship timber and for shipbuilding the prospect of getting all the men wanted in the lumber wood does not look very encouraging, but, judging by the quantities of supplies that are being sent into the woods, it is evident that some operators expect to feed large numbers of men and horses.

What are You doing with Your Slabs ?



No. 25, Slab Resaw

THE shortage of men in the woods will no doubt continue for another year or two.

It will be necessary to get every possible foot of lumber out of each log to meet the demand.

A Mereen Johnson Slab Resaw will insure your getting the maximum of lumber with the minimum of labor.

That last piece close to the bark will be needed.

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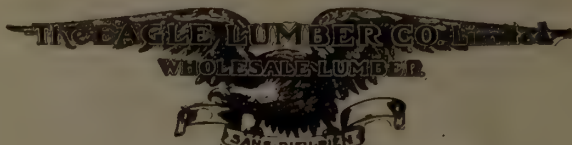
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EDGINGS

Ontario

It is said that a great number of men have flocked north during the past few weeks to work in the mines around Porcupine and Timmins and in the lumber camps. One large lumber concern recently engaged two hundred men for work in their woods operations.

The Mitchell, McDonald Company Ltd., has been incorporated with head office at Berkeley, Ont., and capital stock of \$50,000. The incorporators include Thomas Mitchell, M. A. Mitchell and E. T. Walters, all of Berkeley. The company is empowered to carry on business as sawmillers and dealers in timber, logs, lumber and lumber products.

It is announced that the Department of Mechanical Engineering at the University of Toronto is preparing to do some original research work along the line of aeroplane construction. Some time ago an air tube, four feet in diameter, and sixty feet in length, was constructed in the Thermo-Dynamics Building. The department received two planes recently which they stored in the foyer of Convocation Hall.

The Tavistock Lumber Company Ltd., has been incorporated with a capital stock of \$20,000 and head office in Tavistock, Ont. The new organization is authorized to carry on in all its branches a timber and lumber business, and buy, sell and deal in logs, lumber and wood of all kind. Among those interested in the company are Henry N. Roth and Edward Roth, Tavistock; C. J. Zehr, S. B. Zehr, all of East Zorra Township, Oxford County.

The Camden Paper Mills Ltd., has been incorporated with a capital stock of \$250,000 and headquarters in Toronto. Among the incorporators are Angus McLean of Bathurst, N. B., Hugh McLean and M. E. Preich of Buffalo, N.Y. The company is empowered to manufacture, sell, import and export paper and to deal in all kinds of paper and products thereof, as well as rags, sulphite, etc., and to carry on in all its branches a pulpwood, lumber and timber business.

Word has been sent from Ottawa that the construction of the new Welland Ship Canal, work on which was stopped owing to the war, will be proceeded with at an early date. Some \$12,000,000 have already been expended at the waterway and five sections were started. The Trent Valley will also be completed. That portion between Lake Simcoe and Lake Ontario has been open for some time and it is now proposed to complete the remaining portion between Lake Simcoe and Georgian Bay.

P. B. Wilson, vice-president of the Spanish River Pulp and Paper Mills, Sault Ste Marie, Ont., recently celebrated his fifty-second birthday. Mr. Wilson was born in London, Eng., and came to Canada, after a successful career as a financier and accountant in the Old Country, just nine years ago this month. He was secretary and director of the Forest Mills of British Columbia, Revelstoke, B.C., for two years and later was appointed comptroller and a director of the Spanish River Pulp and Paper Mills, Sault Ste Marie, and three years ago was made vice-president of that organization.

A staff of surveyors, said to be in the employ of M. J. O'Brien, Limited, Montreal, are engaged in survey work at Des Quinze, about twenty-five miles north west of Cobalt. This spot is a great natural water power and, when developed, there will be furnished between 200,000 and 250,000 horse power. The surrounding country is rich in minerals and pulp wood, and as cheap power is one of the requisites of development, it would not be surprising to see several new enterprises undertaken in the way of plants for the manufacture of woodenware, pulp, paper, and wall board. The north country is looking to a great boom in the near future.

The Keewatin Lumber Company, Keewatin, Ont., have made extensive alterations to the boiler house of the big mill formerly owned by the R. P. Lumber Company and is installing new and larger boilers. The big mill of the company in the west ward of Keewatin will be running next season, but is not yet known whether the second mill will be in operation. Much depends on the situation in the woods. Help has been scarce and inefficient and the company may not be able to get out sufficient logs to keep both plants going to capacity. It is the intention, however of the Keewatin Lumber Company to have the R. P. Lumber Company's mill in readiness should they desire to put it in commission.

The Ontario Department of Lands, Forests and Mines, in an effort to assist in alleviating the fuel shortage, is placing about 15,000 cords of hardwood on the market. The wood is at Algonquin Park, and is what is left over after the requirements of the public institutions in Ontario have been met. The Government is prepared to supply this wood to the municipalities at \$6.75 a cord, f.o.b. point of shipment. There is one condition attached to the offer, and that is that the municipalities in turn sell it to the citizens at what it costs them. Wood cutting operations are being continued, and it is expected that during the winter there will be from 10,000 to 15,000 cords more available for disposition in the same manner.

James Whalen, of Port Arthur, who is President of the Port Arthur Shipbuilding Co., and also of the Whalen Pulp and Paper Mills, says that the coming year should be a bright one for the "twin cities" of Port Arthur and Fort William. Keels were recently laid at the Port Arthur shipyards for two freighters, each Welland canal size. These are the first boats for the Department of Marine under the new merchant marine policy of the Dominion. Mr. Whalen also thinks the prospects are good for the establishment of more pulp and paper mills in Port Arthur, and believes that city will become one of the great pulp and paper centres of Canada. The Port Arthur Pulp and Paper Co., which has been in operation for one year now, has enjoyed a very prosperous season and has orders ahead for sulphite pulp for many weeks.

Eastern Canada

The St. Maurice Lumber Co., 2 Notre Dame St., Three Rivers, P.Q., are contemplating the erection of paper and pulp mills at Three Rivers. The manager is Mr. R. F. Grant and he will purchase site for above, which will be an extension to their present plant.

The Laurentide Company, Grand Mere, P.Q., which has enjoyed many

years of successful operation in the pulp and paper line, recently placed its stock on a 12 per cent. basis. The dividends have doubled within the past seven years, showing a fine record of earnings and careful management.

The Hampstead Lumber Company Ltd., has been granted letters patent, with head office at Hampstead, N.B., and capital stock of \$12,000, to carry on business as manufacturers of timber, lumber, pulpwood and products of the forest generally. Among those interested are W. L. McAdoo, of Kars, N.B., lumberman; R. B. McKean, of St. John, lumberman; and W. E. Golding of St. John.

A typical logging scene is presented in an appropriate calendar sent out by E. Baillargeon, dealer in lumber, pulpwood and ties, 147 Mountain Hill, Quebec. Half a dozen husky river drivers are shown in picturesque attire "Breaking the Jam," this being the title of Philip R. Goodwin's well-known painting.

Ellwood Wilson, chief forester of the Laurentide Company, writing in American Forestry, tells of a visit to the sawmills of New England and Quebec, and refers to reports received by him from New Brunswick and Nova Scotia. He says the quality of the trees left in the woods is growing poorer and poorer, and that quantity production is the only end now sought.

The Quebec Forest Protective Association will hold its annual meeting on Jan. 29th. The St. Maurice Forest Protective Association and Southern St. Lawrence Protective Association will hold their meetings at 10 p.m. on the 30th, and at 2.30 of the same day the members of the Woodlands Section of the Canadian Pulp & Paper Association will hold their meeting. The annual meeting of the Canadian Pulp & Paper Association will be held on the 31st. All the meetings are to be in Montreal.

The River Ouelle Pulp & Lumber Company, St. Pacome, P.Q., have sent out a large and artistic calendar to their many friends and customers in the lumber trade. There is an attractive reproduction in colors of Philip R. Goodwin's noted painting "A Successful Call," in which two hunters are in the act of shooting a handsome buck just as the animal has crossed a stream. The figures of the different days of each month are printed in dark blue on a pale blue background and stand forth prominently making the calendar very acceptable for office use.

Notice appears in connection with the Workmen's Compensation Board of New Brunswick of the rate of assessments on the pay rolls of the trades and industries. It is noticed that the lumber industry comes under class 2, and the rate of commercial, a yard, is \$1.50 per \$100 annual wage bill, and a lumber yard including the delivery of lumber carried on in connection with the sawmill, the rate is \$2. The same rate applies to pulp and paper mills, while on sawmills, shingle mills, lath, box and shook mills, the figure is \$2.50. In the hauling of lumber and railroad ties, the assessment is \$2, and in the manufacture of boxes and packing cases, not otherwise specified, \$1.50 is the annual levy on each \$100 paid out in wages.

It is said that during the past peeling season, owing to the high price of poplar the production of that class of wood has increased two hundred per cent in New Brunswick and that the cut of spruce wood has fallen off nearly one-half. The spruce mills at the present time are not especially anxious to obtain spruce wood, the rough wood in particular, which in previous years has been shipped in large quantities out of Eastern and Northern New Brunswick. Peeled wood is demanding a fair price. However, it has not the bullish tendencies that were indicated one year ago. The amount of green wood that will be cut this season for shipment to Maine mills will be practically nil. There are several reasons for this. Green wood is much heavier than peeled wood, and the heavy freight rates make the price paid for freight much higher than the cost of the wood in a great many instances. Yet the Maine mills, even when the freight rate is small, are not handling the green wood in hardly any case.

Western Canada

The Carey Lumber & Implement Company Ltd., Carey, Man., have been incorporated.

The Atlas Lumber Company, Lacombe, Alta., are contemplating the erection of lumber sheds and office at Bentley, Alta.

The Capilano Timber Co., 510 Hastings St., West, Vancouver, B. C., are contemplating the erection of sawmills at North Vancouver, B.C. The new mill is being erected to double the capacity of the present output.

The Tidewater Copper Company, an extra-Provincial Company, has been registered with head office at 618 Alaska Bldg., Seattle, Wash., and provincial stock of \$1,000,000. The company is empowered, among other things, to purchase or otherwise acquire and to own, lease, sell, and convey timber lands and limits, and to acquire, build, lease, and operate sawmills, etc.

The Virginia Lumber Company Ltd., has been incorporated with head office at Coombs, B.C., and capital stock of \$60,000, to carry on business as timber merchants, sawmill, shingle mill and pulp mill owners, loggers; to buy, sell, prepare for market, import, export and deal in saw logs, piles and poles, and wood of all kinds, and to manufacture and deal in lumber, timber, shingles, laths, sash, doors, etc.

Prince Albert is considered to be a very suitable location on account of its proximity to the sources of lumber supply, for a new industry which is being promoted in Saskatchewan. It is proposed to establish a toy factory to be operated on a conservative basis for the benefit of partially disabled soldiers. The details are now being arranged with F. M. Riches, head of the Department of Soldiers Civil Re-establishment in Saskatchewan.

Production, in the matter of aeroplane spruce lumber, will be greatly decreased in the future. In April last there was a production of 500,000 feet of aeroplane spruce in British Columbia, which in November last reached a total of 6,850,000 feet for the aeronautical department of the Imperial Munitions Board. These figures do not include the output of aeroplane fir. When it is remembered that the aeroplane lumber constitutes not more than 30 per cent. of the cut, it will be realized what a tremendous operation has been carried on.

The Federal Lumber Company Ltd., has been incorporated with head office at Vancouver, B.C., and capital stock of \$50,000, to purchase, take over or otherwise acquire from the Federal Lumber Company, a company incorporated under the laws of the State of Washington, and head office in Seattle, Wash., the business now carried on by them in Vancouver, B.C. They will be empowered to deal in lumber and timber of all kinds, operate lumber mills, sawmills, pulpmills, etc. Among those interested are Wm. Clark, Alta Vista, B.C., E. B. Day and P. Day, lumbermen of Kerrisdale.

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2 in. 1sts and 2nds and No. 1 Common	12,115 ft.
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RED CYPRESS

Baldwin, La.,
November 1, 1918.

To Whom it May Concern:—

We wish to state that we have for the past year used Jointless Fire Brick material furnished by Chas. Gruneberg & Co. We have found this Brick a very great service, as far as arch building is concerned. It is especially good for patch work. We have never been able to equip completely any one furnace in order to give it a thorough trial, because all of our furnaces were built before we started using Jointless Fire Brick. Therefore, our experience has only been in replacing torn out places with this fire brick and it has given success.

With kindest regards, we are,
Yours truly,

THE BALDWIN LUMBER CO., LTD.,
J. Allen Barrett,
Sec.-Treas.

J. M. BRIDGES

Manufacturers of

YELLOW PINE LUMBER

P.O. Pleasant Hill, La.
(Box 103)

November 11, 1918.

Gentlemen:

Replying to yours of the 5th inst. in regard to the merits of your Jointless Fire Brick.

I have been using it in constructing my Dutch Ovens for more than a year now, and find that there is economy in using it, and can heartily recommend it to anyone for that purpose.

Yours very truly,

J. M. BRIDGES.

JOHN E. DU BOIS

Manufacturer of

Yellow Pine and Hardwood Lumber

Home Office, DuBois, Pa.

Reply to Lake Mississippi,

November 6, 1918.

Gentlemen:—

Your letter of the 5th, asking about our experience with Jointless Fire Brick, received. We have used this brick for repair work on our Dutch ovens and are well pleased with the result. Some of the work has now been about one year and is still in good condition.

We expect to use more of it.

Yours very truly,

JOHN E. DUBOIS,

By J. E. Welch.

VACHERIE CYPRESS CO.

St. Patrick P. O., La.

November 8, 1918.

Gentlemen:—

In reply to yours of the 5th inst. asking our opinion of the merits of your Jointless Fire Brick, beg to say, that as far as we have used this material, we are highly pleased with the results.

We find it very easy to apply, any one, even not a brick layer can use it with best of results. We have used it only to do repair work on our furnaces, but are certain that it would be a good thing for new work and would outlast ordinary Fire Brick by a large majority. If we are considering the building of new furnaces, we should certainly try this material.

Very truly,

Vacherie Cypress Co.,

Geo. N. Tibbits, Supt.

Mill Supply Dept.

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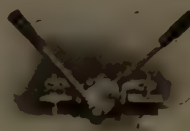
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ALPHABETICAL INDEX TO ADVERTISERS

A

Alberta Lumber Company ... 9
Allen-Stoltze Lumber Co. ... 22
American Woodworking Machinery Company ... 2
Anderson & Co., C. G. ... 12
Atkins & Co., E. C. ... 74
Atlas Asbestos Company ... 1
Austin & Nicholson ... 9

B

Bartram & Ball ... 3
Beal Bros. ...
Beck Manufacturing Co., C. ... 19
Becker & Company ... 53
Bell Veterinary Wonder Co., Dr. ... 43
Beveridge Paper Co. ... 56
Blair, Campbell & McLean ... 58
Blakeslee, Perrin & Darling ... 23
Bond Engineering Works ... 68
Bourgouin, H. ... 55
Bowater & Sons, W. V. ...
Bradley, R. R. ... 43
British American Mills and Timber Company ...
Burnoil Engine Company ... 68

C

Campbell MacLaurin Lumber Co. ... 54
Canada Lumber Company ... 19
Canada Metal Company ... 72
Canadian General Lumber Co. ... 13
Canadian Link-Belt Company ... 56
Canadian Milk Products ... 47
Canadian Pneumatic Tool Co. ... 69
Canadian Warren Axe & Tool Co. ... 1
Cane, Jas. G. ... 18
Cant & Kemp ... 12
Cardinal & Page ... 12
Carss Mackinaw Company ...
Chapman Double Ball Bearing Co. ... 62
Chicago Lumber & Coal Co. ... 21
Cleveland-Sarnia Saw Mills Co. ... 45
Climax Manufacturing Company. ... 75

D

Davison Lumber Company ... 8
Davies Company, William ... 24
Department of Lands, Forests and Mines, Ontario ...
Disston & Sons, Henry ... 61
Dominion Iron & Wrecking Co. ... 67
Dudley, A. N. ... 14
Dunfield & Company ... 8
Dunbar Engine and Foundry Co. ...
Dunlop Tire & Rubber Goods Co. ... 63
Duplex Truck Company ... 77
Dupuis Company, J. P. ... 12

E

Eagle Lumber Company ... 54
Edwards & Co., W. C. ... 15
Eisendrath Glove Co. ... 43
Elk Fire Brick Company ... 62
Elmira Machinery and Transmission Company ...
Engineering & Machine Works of Canada, Ltd. ... 49
Excelsior Lumber Company ... 22
Exchange Lumber Co. ... 21

F

Farnsworth & Jardine ... 12
Fassett Lumber Company, Ltd. ... 6
Fesserton Timber Company ... 16
Fibre Making Processes, Inc. ... 23
Firstbrook Brothers ... 13
Foss Lumber Company ... 14
Fraser Companies, Ltd. ... 17
Fraser Bryson Lumber Co., Ltd. ... 9
Freedman, William ...

G

Garlock-Walker Machinery Co. ... 2
Gerlach, Company, Peter ... 58
Gartshore, John J. ... 21
General Supply Company ... 69
Gillespie, James ... 12
Gillies Brothers, Ltd. ... 18
Gloucester Lumber & Trading Co. ...
Genoa Bay Lumber Co. ... 10
Goodhue & Co., J. L. ... 61
Goodyear Tire & Rubber Co. ...
Gordon & Co., George ... 6
Grant, Holden & Graham ... 64
Graton & Knight Mfg. Co. ... 71
Green Company, G. Walter ... 65
Gutta Percha and Rubber Ltd. ... 57-65

H

Haight, W. L. ... 20
Hallam, John ... 1
Hamilton Company, William ... 76
Hanson & Sons, R. ... 5
Hardy, E. D. ... 1
Harris Abattoir Company ... 47
Harris Tie and Timber Company ... 16
Hart & McDonagh ... 9
Hay Knife Company, Peter ... 62
Heeney, Percy E. ... 15
Hettler Lumber Company, H. H. ... 54
Hillas & Company, W. N. ... 53
Hoe & Company, R. ... 67
Hoyt Metal Company ... 80
Huther Bros. Saw Mfg. Co., Inc. ... 57

I

International Land & Lumber Co. ... 21

J

Jeffrey Manufacturing Company ... 51
Johnston, A. H. ... 43
Jost, P. M. ... 12

K

Keewatin Lumber Company ... 21
Knox Brothers ... 3

L

Lacey Company ...
Laidlaw Bale Tie Company ... 44
Lake Lumber Company ... 12
Lamontagne Limited ... 57
L. & H. Lumber Co. ... 43
Long-Bell Lumber Company ...
Long Lumber Company ... 5
Long Manufacturing Co., E. ... 78

M

MacLean Daily Reports ... 43
Marsh Engineering Works, Ltd. ... 60
Mason, Gordon & Co. ... 18
Mason Regulator Company ...
McKinnon Columbus Chain Co. ... 80
McKinnon Industries, Limited ...
McLaren Belting Company, J. C. ... 80
McLaren, Limited, D. K. ... 59
McLennan Lumber Co., Ltd. ... 55
Mershon & Co., W. H. ... 68
Miller Co., W. H. ... 15
Montreal Locomotive Works ... 75
Montreal Lumber Company ... 12
Morgan Machine Mfg. Co. ... 64
Moores, Jr., E. J. ... 15
Musgrave & Company ... 22

N

New Ontario Colonization Co. ...

O

Oliver Lumber Company ... 18
Ontario Wind Engine & Pump Co. ... 81

P

Pacific Coast Lumber Co. ... 19
Palmer Medical Company ...
Parry Sound Lumber Co., Ltd. ... 19
P. Payette Company ...
Pedwell Hardwood Lumber Co. ... 43
Pennoyer Company, J. C. ... 73
Petrie, H. W. ... 13
Philadelphia Textile Machinery Company ... 57
Pink Company, Thos. ... 75
Prince Rupert Lumber Co. ... 20

Pratt & Whitney ... 82

R

Rat Portage Lumber Company ... 15
Renfrew Planing Mills ... 18
River Ouelle Pulp and Lumber Co. ... 20
Rutherford & Sons, Wm. ...

S

Salada Tea Company ... 43
Sessenwein Brothers ... 16
Sewall, James W. ... 12
Shafer Hardwood Co., John I. ... 55
Shannon Lumber Co., R. P. ... 14
Shearer Company, James ... 4
Sheldons Limited ...
Shimer Cutter Head Company ... 1
Shingle Agency of B. C. ...
Snowball Co., J. B. ... 19
Shurly-Dietrich, Limited ... 58
Simonds Canada Saw Co., Ltd. ... 24
Smart-Turner Mach. Co., Ltd. ... 1
Smith, N. ... 43
Spencer Limited, C. A. ... 54
Stratford Oakum Co., Geo. ... 16
Stearns Salt and Lumber Co. ... 16
Summers, James R. ... 12

T

Taylor, S. K. ... 20
Terry & Gordon ... 10
Thurston-Flavelle Lumber Co. ... 22
Timberland Lumber Company ... 22
Timmis, Phillips & Co. ... 11
Toronto Blower Company ... 55
Turner & Sons, J. J. ... 75

U

Union Lumber Company ... 7
Union Stock Yards ... 43

V

Vancouver Lumber Company ...
Victoria Harbor Lumber Co. ... 14
Victoria Lumber and Mfg. Co. ... 4

W

Waterous Engine Works Company, Ltd. ... 79
Watson & Todd ... 16
Webster & Brother, Ltd., James ... 12
West & Peachey ... 80
West Coast Lumbermen's Assn. ...
Wistar, Underhill & Nixon ... 15
Woods Manufacturing Co., Ltd. ... 49
Wuichet, Louis ... 9

Y

Yates Machine Company, P. B. ...

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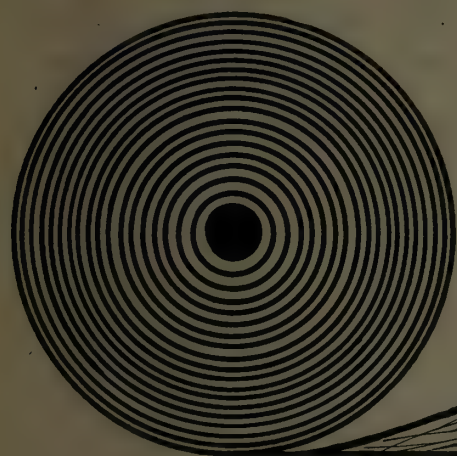
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J. L. Goodhue & Co., Limited
DANVILLE, QUE.

WINNIPEG AGENTS—Bissett & Webb, Ltd., 151 Notre Dame Ave., East

VANCOUVER AGENTS—Fleck Bros., Ltd., 1142 Homer St.

Standard Machinery & Supplies, Limited, Bank of Toronto Building, St. James St., Montreal, Que., Agents for the Island of Montreal.



Peace,

Prosperity

and Progress

Henry Disston & Sons, Ltd.

Keystone Saws, Tool Steel and File Works

2 Fraser Ave.

Toronto, Canada



Many Fires in Lumber Mills have been caused by Hot Boxes

This risk can be eliminated by the use of
Chapman Double Ball Bearings

—IN—

Shafting, Hangers, Pillow Blocks
Loose Pulleys, etc.



Chapman Double Ball Bearings

decrease the friction loss 75% and do not generate heat.

No oil is used, a little Tranco Grease once or twice a year is the only lubricant required, consequently dust does not adhere to the outside of the bearing.

There is no spoilage from oil drip, and cleanliness may be easily maintained.

If you realized what these savings mean you will agree that

You pay for Chapman bearings whether you buy them or not

Chapman Double Ball Bearing Co., Ltd.

347 Sorauren Avenue - Toronto, Ont.
705 Shaughnessy Bldg. - Montreal, Que.

Transmission Ball Bearing Co., Inc.
1050 Military Road, Buffalo, N.Y.

PRATT & WHITNEY CO.
OF CANADA, LIMITED

SMALL TOOLS

Taps — Dies — Reamers — Cutters — Drills
MADE IN CANADA

As good as money can buy—Guaranteed absolutely!

Head Office and Works, DUNDAS, ONT.

MONTREAL
Drummond Bldg.

SALES OFFICES:
VANCOUVER

WINNIPEG
Bank of Hamilton Bldg.

FIRE BRICK

Differs in Quality and Variety

For instance, a certain quality or kind of brick that gives satisfaction when used in a Refuse Burner, may show up poorly if used in a Dutch Oven.

It all depends on getting the right kind and the right quality for your particular needs.

Just tell us what you want it for, and we'll send a fire-brick that was made for that very purpose.

We Manufacture the Following Well-Known Brands

**"Elkco Special" "Elk Steel,"
"St. Marys," "Keystone" and "Rotex"**

Write for a copy of our Catalog.

"Refractory Efficiency Engineering"

Elk Fire Brick Co. of Canada, Limited

HIGH GRADE FIRE BRICK & CLAY

Sun Life Building, Hamilton, Canada

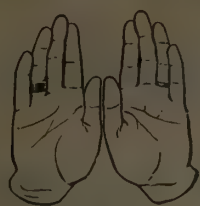
Representatives for Maritime Provinces:
RHODES, CURRY COMPANY, LTD., Head Office, AMHERST, N. S.
Branches at Halifax, Sydney and New Glasgow, N.S.

The Peter Hay Knife Co., Limited
GALT, ONTARIO

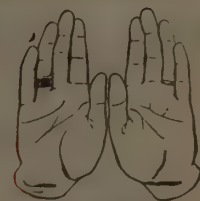


MANUFACTURING WOODWORKING

**Machine Knives, Circular Cutters and
Mortise Chisel**



Dunlop "Gibraltar RedSpecial" Belting



Abnormal Friction Pull

vs. Elasticity of Friction

BETWEEN every ply of specially-selected, heavy Cotton Duck in Dunlop "Gibraltar RedSpecial" Belting is a layer of pure Rubber which, through a Dunlop calendering process, so permeates the fabric that it binds the several plies into one integral piece.

Some belt manufacturers offer to sell their product on the basis of "Heavy-Poundage in a Friction-Pull" Test. To obtain the latter result it is not necessary to secure such an expensive Rubber Friction as is used in "Gibraltar RedSpecial." This fact alone ought to be a pretty good gauge of the value of the "friction-pull" test.

In buying "Gibraltar RedSpecial" you get the advantage of years of careful laboratory work on our part with this result: The friction is of that "just-right" elastic quality which allows for the give and take necessary in rounding the pulleys; hence the reason "Gibraltar RedSpecial" is known for maximum Power, Speed and Service.

Note the Short Grain Rubber Friction

This Belt Section illustrates a Heavy "Poundage-Pull" Friction. To secure this result the Friction Grain is short and stiff. Elasticity and Flexibility have been sacrificed to secure such a result.

Note the Long Grain Rubber Friction

Dunlop "GIBRALTAR REDSPECIAL" has a Friction of Special Dunlop Rubber that retains its life indefinitely. "Note the long grain Rubber Friction," as illustrated. Elasticity has not been sacrificed for Abnormal Friction Pull.

UNLIMITED capacity for service is an intrinsic quality with Dunlop "Gibraltar RedSpecial" Belting. The success of nearly a quarter of a century in the manufacture of Rubber Products is built into Gibraltar. The original Made-in-Canada Red Rubber, Frictioned Surface Belting, "Gibraltar RedSpecial" has stood the infallible test of time in turning the wheels of industry in a multitude of Canadian plants from the Atlantic to the Pacific.

The Dunlop Unreserved Guarantee

If you have a difficult drive anywhere in your factory drop a line to our Head Office, or to our nearest branch, and we will send a man experienced in belt engineering to consider your requirements. If it is an instance where the "Gibraltar" Belting may be suitably employed we will recommend its use; and we will stand behind our recommendation with the fullest guarantee ever issued by a firm producing rubber products.

DUNLOP TIRE & RUBBER GOODS CO., LIMITED

HEAD OFFICE AND FACTORIES: TORONTO

Branches: Victoria, Vancouver, Edmonton, Calgary, Saskatoon, Regina, Winnipeg, London, Hamilton, Toronto, Ottawa, Montreal, St. John, Halifax.

MAKERS OF

High-grade Tires for Automobiles, Motor Trucks, Bicycles, Motorcycles, Carriages; High-grade Rubber Belting, Packing, Fire Hose, and General Hose, Dredge Sleeves, Military Equipment, Mats, Tiling, Heels and Soles, Horse Shoe Pads, Cements, and General Rubber Specialties. D.30

Morgan Machine Company

ROCHESTER, N. Y.

Manufacturers
of—

Nailing
Machines,

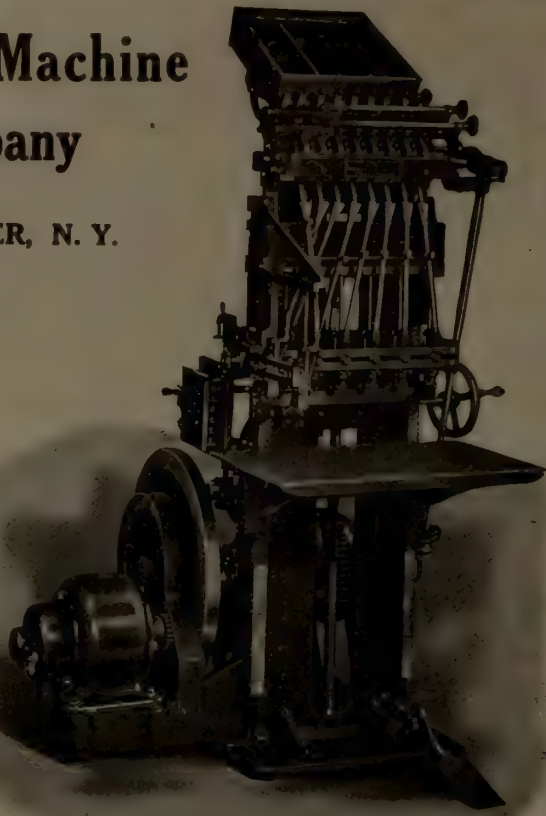
Lock Cor-
ner Box
Machinery,

Box Board
Matchers,

Box Board
Printing
Machines.

Every manufacturer of boxes; every manufacturer who has nails to drive in any article, or packages of any kind to manufacture, should write the Morgan Machine Company for latest developments in machinery for the Box Industry.

Morgan Machine Company
ROCHESTER, N. Y.



Wood Tanks

All kinds and sizes



We specialize in the manufacture of Wood Tanks, Tank Fixtures, Steel sub-structures for Tanks, etc., suitable for railways, towns and villages, Sprinkler Systems and private Water Supply for factories, private institutions and suburban homes.

Estimates will be submitted promptly. Ask for our "Tank and Water Supply" catalogue

ADDRESS

Ontario Wind Engine and Pump Company, Ltd.

TORONTO, ONTARIO

Branches: Montreal, Winnipeg, Regina, Calgary

Lumbermen's Tents and Clothing

Pure wool, Waterproof Mackinaw Coats, Pants and Shirts,
the kind you have been looking for.

Repellant Brand Army Duck Tents



The best duck that money can buy.
We can equip your van complete.

Pure wool Blankets, Sweaters,
Underwear. Hand Knit Mitts
and Socks. Palmer's Shoe
Packs, Buck and horse hide
Moccasins, etc.

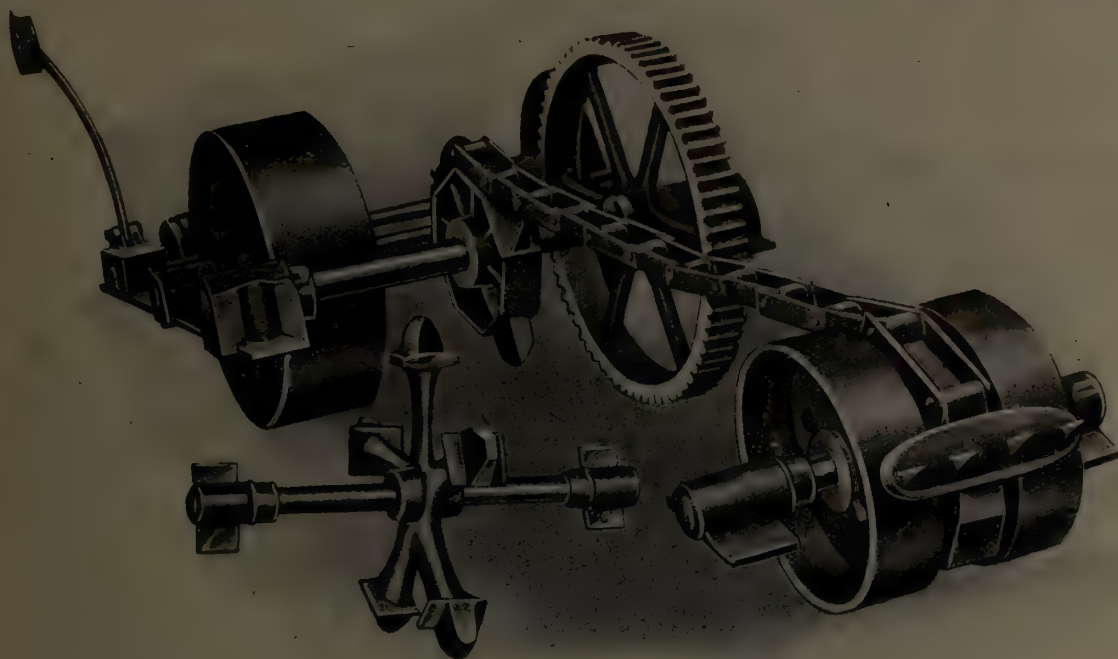


Grant- Holden-Graham, Limited

Factory and Warehouse

147 to 151 Albert Street, Ottawa, Can.

The Log Jack for Heavy Work



New Double Powered Log Jack

The accompanying illustration gives a correct idea of our new Double Power Log Jack, designed for hauling heavy timber into Saw Mills.

GEAR.—The large Gear Wheel is 36 in. in diameter, with 72 teeth, 4 in. face, and 1½ in. pitch.

PINION on intermediate Shaft has 13 teeth, 4 in. face and 1½ in. pitch.

PAPER FRICTION is 10 in. in diameter and 10 in. face. Iron Friction Pulley is 30 in. in diameter and 10 in. face.

CHAIN is made of extra heavy steel, and the bunks have steel spikes, the whole outfit being calculated for heavy logs.

The G. Walter Green Company, Limited

PETERBOROUGH, ONT.

Send for Catalogue



Rubber Goods FOR LUMBERMEN

Belting Our long experience in the making of Rubber Belts enables us to specialize on this line. "P.M.S.," "Special Drive" and "Lion" are our leading brands for power transmission.

Packings "Redstone" High Pressure Sheet Packing has proved by test that it will outlast any other similar packing on the market. We make Spiral and Ring Packings, etc., that are equally reliable.

Hose for Steam, Water, etc., in various grades, made especially to give satisfactory and economical service under different conditions.

Fire Hose One or more of our twenty brands of Fire Hose will be found, not only in the best equipped Factories, Mills, etc., but in almost every Fire Department in the Dominion.

Gutta Percha & Rubber, Limited

TORONTO MONTREAL WINNIPEG REGINA SASKATOON CALGARY EDMONTON VANCOUVER

CURRENT LUMBER PRICES—WHOLESALE

TORONTO, ONT.

Prices in Carload Lots, F.O.B. cars Toronto.

White Pine:			
1 x 4/7 Good Strips	\$59 00	\$62 00	
1 1/2 and 1 3/4 x 4/7 Good Strips ..	63 00	66 00	
2 x 4/7 Good Strips	63 00	66 00	
1 x 8 and up Good Sides	75 00	77 00	
1 1/2 and 1 3/4 x 8 and wider Good Sides ..	88 00	90 00	
2 x 8 and wider Good Sides ..	90 00	92 00	
1 in. No. 1, 2 and 3 Cuts ..	55 00	58 00	
5/4 and 6/4 No. 1, 2 and 3 Cuts ..	65 00	67 00	
2 in. No. 1, 2 and 3 Cuts ..	70 00	72 00	
1 x 4 and 5 Mill Run	47 00	49 00	
1 x 6 Mill Run	48 00	51 00	
1 x 7, 9 and 11 Mill Run	49 00	50 00	
1 x 8 Mill Run	50 00	52 00	
1 x 10 Mill Run	53 00	55 00	
1 x 12 Mill Run	54 00	57 00	
5/4 and 6/4 x 4 Mill Run ..	47 00	49 00	
5/4 and 6/4 x 5 Mill Run ..	47 00	49 00	
2 x 4 Mill Run	48 00	50 00	
2 x 6 Mill Run	48 00	50 00	
2 x 8 Mill Run	48 00	50 00	
2 x 10 Mill Run	51 00	53 00	
2 x 12 Mill Run	53 00	55 00	
1 in. Mill Run Shorts	39 00	40 00	

Red Pine:			
1 x 4 and 5 Mill Run	43 00	45 00	
1 x 4 and 5 Mill Run	41 00	43 00	
1 x 6 Mill Run	44 00	46 00	
1 x 8 Mill Run	45 00	47 00	
1 x 10 Mill Run	50 00	52 00	
2 x 4 Mill Run	43 00	45 00	
2 x 6 Mill Run	44 00	45 00	
2 x 8 Mill Run	44 00	45 00	
1 in. Clear and Clear Face ..	53 00	54 00	
2 in. Clear and Clear Face ..	53 00	54 00	

Spruce:			
1 x 4 Mill Run	41 00	42 00	
1 x 6 Mill Run	43 00	44 00	
1 x 8 Mill Run	45 00	47 00	
1 x 10 Mill Run	47 00	49 00	
Mill Culls	34 00	36 00	

Hemlock, No. 1:			
1 x 4 and 5 in. x 9 to 16 ft. ...	31 00	33 00	
1 x 6 in. x 9 to 16 ft.	37 00	38 00	
1 x 8 in. x 9 to 16 ft.	38 00	39 00	
1 x 10 and 12 in. x 9 to 16 ft. ...	38 00	39 00	
1 x 7, 9 and 11 in. x 9 to 16 ft. ...	35 00	37 00	
2 x 4 to 12, 10 and 16 ft.	36 00	37 00	
2 x 4 to 12 in., 12 and 14 ft.	35 00	36 00	
2 x 4 to 12 in., 18 ft.	37 00	38 00	
2 x 4 to 12 in., 20 ft.	38 00	39 00	
1 in. No. 2, 6 ft. to 16 ft.	28 00	29 00	
2 in. No. 2, 4-in. and up in width, 6 to 16 ft.	28 00	29 00	

Douglas Fir:			
Dimensional Timber up to 32 feet:			
6x6 and 8, 10x10 and 12, 12x12	\$52 00		
6x10, 8x10, 10x14, 12x14, 14x14	62 50		
6x12, 8x12	63 00		
14x16, 16x16	63 50		
6x14, 8x14, 10x16, 12x16	64 00		
14x18	64 50		
8x16, 10x18, 12x18	65 00		
18x18, 20x20	65 50		
12x20, 24x24	66 00		

Timber in lengths over 32 feet subject to negotiation.			
Fir flooring, 1 x 3, edge grain ..	62 00		
Fir flooring, 1 x 4, edge grain ..	62 00		
Fir flooring, 1 x 4, flat grain ..	44 75		
No. 1 and 2, 1-in. clear Fir rough ..	50 00	60 00	
(Depending upon widths).			
No. 1 and 2, 1 1/2 and 1 3/4 in., clear Fir rough ..	60 00	64 00	
No. 1 and 2, 2-in. clear Fir rough ..	63 00	61 00	
1 x 5 and 1 x 6 Fir casing ..	82 00		
1 x 8 and 1 x 10 Fir base ..	64 00		
1 1/2 and 1 3/4 x 8 x 10 x 12 E. G. stepping ..	72 75		
1 1/2 and 1 3/4 x 8 x 10 x 12 F. G. stepping ..	62 75		
1-in. clear Fir, d. 4 sides ..	49 50	57 50	
1 1/2 x 1 1/2 in. clear Fir, d. 4 sides ..	57 50	59 50	
XX B. C. cedar shingles ..	3 50		
XXX 6 butts to 2 in.	4 40		
XXXXX 5 butts to 2 in.	5 17		

TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out.

Ash, white, dry weight 3800 lbs. per M. ft.			
	1s & 2s	No. 1 Com.	No. 2 Com.
4/4	\$75.00	\$53.00	\$30.00
5/4 & 6/4 ..	80.00	63.00	45.00
8/4	110.00	75.00	55.00
10/4 & 12/4 ..	130.00	100.00	60.00
16/4	140.00	115.00	65.00

Ash, Brown			
4/4	70.00	50.00	35.00
6/4	75.00	60.00	40.00
8/4	78.00	65.00	42.00

Birch, dry weight 4000 lbs. per M. ft.			
	1s & 2s	No. 1 Com.	No. 2 Com.
4/4	65 08	48 50	38 40
5/4 and 6/4 ..	67 70	50 55	40 45
8/4	70 72	51 57	42 45
10/4 and 12/4 ..	85 90	70 73	50 54
16/4	95 98	80 83	55 60

Basswood, dry weight 2500 lbs. per M. ft.			
	1s & 2s	No. 1 Com.	No. 2 Com.
4/4	\$70.00	\$55.00	\$40.00
5/4 & 6/4 ..	80.00	65.00	50.00
8/4	82.00	67.00	50.00

Chestnut, dry weight 2800 lbs. per M. ft.			
	1s & 2s	No. 1 Com.	No. 2 Com.
4/4	\$65.00	\$50.00	\$45.00
5/4 & 6/4 ..	72.00	58.00	48.00
8/4	72.00	58.00	48.00

Elm, soft, dry weight 3100 lbs. per M. ft.			
	1s & 2s	No. 1 Com.	No. 2 Com.
4/4	\$58.00	\$45.00	\$35.00
6/4 & 8/4 ..	63.00	50.00	40.00
12/4	85.00	75.00	50.00

Gum, red, dry weight 3300 lbs. per M. ft.			
	1s & 2s	No. 1 Com.	No. 2 Com.
4/4	\$85.00	\$42.00	
5/4 & 6/4 ..	70.00	60.00	
8/4	70.00	60.00	

Gum, Sap			
	1s & 2s	No. 1 Com.	No. 2 Com.
4/4	\$50.00	\$45.00	
5/4 & 6/4 ..	54.00	47.00	
8/4	55.00	47.00	

Hickory, dry weight, 4500 lbs. per M. ft.			
	1s & 2s	No. 1 Com.	No. 2 Com.
4/4	\$75.00	\$45.00	\$30.00
6/4	100.00	75.00	50.00
8/4	90.00	60.00	35.00

Maple, hard, dry weight 3900 lbs. per M. ft.			
	1s & 2s	No. 1 Com.	No. 2 Com.
4/4	\$58.00	\$45.00	\$38.00
5/4 & 6/4 ..	68.00	48.00	38.00
8/4	70.00	60.00	35.00
12/4	95.00	80.00	60.00
16/4	105.00	90.00	45.00

Soft Maple
The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.

Mill run grade, No. 3 and better ..	\$38.00
No. 2 and better ..	47.00

White and Red Oak, plain sawed, dry weight 4000 lbs. per M. ft.			
	1s & 2s	No. 1 Com.	No. 2 Com.
4/4	\$85.00	\$60.00	
5/4 & 6/4 ..	92.00	65.00	
8/4	100.00	70.00	
10/4	100.00	95.00	
12/4	105.00	95.00	
16/4	115.00	95.00	

White Oak, quarter cut, dry weight 4000 lbs. per M. ft.			
	1s & 2s	No. 1 Com.	No. 2 Com.
4/4	\$130.00	\$85.00	
5/4 and 6/4 ..	132.00	95.00	
8/4	135.00	100.00	

Red Oak, quarter cut.			
	1s & 2s	No. 1 Com.	No. 2 Com.
4/4	\$95.00	\$70.00	
5/4 & 6/4 ..	110.00	85.00	
8/4	115.00	90.00	

OTTAWA, ONT.

Manufacturers' Prices

Pine good sidings:			
1-in. x 7-in. and up	\$60 00	70 00	
1 1/2-in. and 1 3/4-in. x 8-in. & up ..	70 00	75 00	
2-in. x 7-in. and up ..	72 00	76 00	
No. 2 cuts 2 x 8-in. and up ..	45 00	50 00	

Pine good strips:			
1-in.	53 00		
1 1/2-in. and 1 3/4-in.	60 00		
2-in.	60 00		

Pine good shorts:			
1-in. x 7-in. and up	50 00		
1-in. x 4-in. to 6-in.	40 00		
1 1/2-in. and 1 3/4-in.	58 00		
2-in.	58 00		
7-in. to 9-in. A sidings ..	40 00		

Pine, No. 1 dressing sidings ..	47 00	50 00
Pine, No. 1 dressing strips ..	40 00	45 00
Pine, No. 1 dressing shorts ..	38 00	40 00
Pine, 1-in. x 4-in. s.c. strips ..	44 00	
Pine, 1-in. x 5-in. s.c. strips ..	44 00	
Pine, 1-in. x 6-in. s.c. strips ..	46 00	
Pine, 1-in. x 7-in. s.c. strips ..	46 00	
Pine, 1 x 8-in. s.c., 12 to 16 ft.	48 00	
Pine, 1-in. x 10-in. M.R.	51 00	
Pine, s.c. sidings, 1 1/2 and 2-in.	47 00	
Pine, s.c. strips 1-in.	40 00	
1 1/2, 1 3/4 and 2-in.	42 00	

Pine, s.c. shorts, 1 x 4 to 6 in.	38 00	
Pine, s.c. and bet., shorts 1 x 5 ..	36 00	
Pine, s.c. and bet., shorts, 1 x 6 ..	40 00	
Pine, s.c. shorts, 6'-11', 1" x 10" ..	45 00	

Pine box boards:			
1" x 4" and up, 6'-11'	38 00		
1" x 3", 12'-16'	42 00		

Pine, mill culls, strips and sidings, 1-in. x 4-in. and up, 12-ft. and up ..			
	38 00		

Mill cull shorts, 1-in. x 4-in. and up, 6-ft. to 11-ft.			
	36 00		

O. culls r & w p			
	26 00		

Red Pine, log run:			
mill culls out, 1-in.	52 00	54 00	
mill culls out, 1 1/2-in.	58 00	58 00	
mill culls out, 2-in.	34 00	41 00	
mill culls, white pine, 1" x 7" and up ..	34 00		

Mill run Spruce:			
1" x 4" and up, 6'-11'	32 00	33 00	
1" x 4" and up, 12'-16' ..	34 00		
1" x 9"-10" and up, 12'-16' ..	40 00	42 00	
1 1/2" x 7"-8" and up, 12'-16' ..	40 00	42 00	
1 1/2" x 10" and up, 12'-16' ..	46 00		
1 1/2" x 2" x 12" and up, 12'-16' ..	46 00		

Spruce, 1-in. clear (fine dressing and B)			
	46 00		
Hemlock, 1-in. cull	25 00	27 00	
Hemlock, 1-in. log run	30 00	35 00	
Hemlock, 2x4, 6, 8, 10, 12/16' ..	30 00	35 00	
Tamarac	24 00	28 00	
Basswood, log run, dead culls out ..	40 00	50 00	
Basswood, log run, mill culls out ..	45 00	50 00	
Birch, log run	30 00	32 00	
Soft Elm, common and better, 1, 1 1/2, 2-in.	25 00	30 00	
Ash, black, log run	32 00	40 00	
1 x 10 No. 1 barn	52 00		
1 x 10 No. 2 barn	46 00		
1 x 8 and 9 No. 2 barn	42 00		
Lath per M:			
No. 1 white pine, 1 1/2-in. x 4-ft.	4 75	5 00	
No. 2 white pine	4 50		
Mill run white pine	4 75		
Spruce, mill run 1 1/2-in.	4 00		
Red pine, mill run	4 25		
Hemlock, mill run	4 00		
82-in. lath	2 00	2 25	
White Cedar Shingles:			
xxxx, 18-in.	5 00		
Clear butt, 18-in.	4 00		
18-in. xx	2 75		
Spruce logs (pulp)	13 00	15 00	

QUEBEC, QUE.

White Pine		
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Oldest and Best

HOE



Chisel Tooth Saws

Choice of Lumbermen Everywhere

The even temper of these saws and the fine quality of steel from which they are made have proved Hoe saws reliable for nearly one hundred years.

More than one hundred thousand "Hoes" are to-day successfully sawing lumber in all parts of the globe. The Hoe Chisel Tooth Saw, invented 40 years ago, is still the best for cutting hardwood.

Special Flanged Shanks and Superior Bits Supplied

R. HOE & CO. 504-520 Grand Street New York City

America's Oldest Saw Manufacturers

Immediate Delivery, Montreal Stock

Motors, 3 Phase, 60 Cycle

2 H. P. 550 V. 1700 R. P. M. 1	75 H. P. 2200 V. 850 R. P. M. 1
10 H. P. 550 V. 1200 R. P. M. 9	125 H. P. 550 V. 690 R. P. M. 1
15 H. P. 550 V. 1200 R. P. M. 2	150 H. P. 550 V. 600 R. P. M. 1
30 H. P. 550 V. 900 R. P. M. 2	200 H. P. 2200 V. 514 R. P. M. 2
40 H. P. 550 V. 1200 R. P. M. 1	400 H. P. 2200 V. 160 R. P. M. 1
50 H. P. 550 V. 900 R. P. M. 2	

Transformers, Pole Type, 2200 - $\frac{220}{110}$ Volts

$\frac{3}{4}$ K. W. 11	$2\frac{1}{4}$ K. W. 19
1 K. W. 15	3 K. W. 12
$1\frac{1}{2}$ K. W. 26	$3\frac{3}{4}$ K. W. 6
2 K. W. 24	5 K. W. 55

Our stock changes constantly, if not listed above please enquire anyway.

Dominion Iron & Wrecking Co., Limited

General Offices: Transportation Building, Montreal

CURRENT LUMBER PRICES—Continued

RED BIRCH				
4/4	58 - 60	38 - 40	22 - 24	
5/4 to 8/4	60 - 62	40 - 42	24 - 26	
SAP BIRCH				
4/4	51 - 53	30 - 32	18 - 20	
5/4 and up	53 - 55	32 - 34	20 - 22	
SOFT ELM				
4/4	43 - 45	28 - 30	20 - 22	
5, 6 & 8/4	45 - 47	30 - 32	20 - 22	
BASSWOOD				
4/4	47 - 49	37 - 39	25 - 27	
Thicker	49 - 51	39 - 41	26 - 27	
PLAIN OAK				
4/4	55 - 57	30 - 32	18 - 20	
5/4 to 8/4	56 - 58	34 - 36	20 - 22	
ASH, WHITE AND BROWN				
4/4	55 - 57	30 - 31	20 - 22	
5/4 to 8/4	55 - 57	35 - 37	21 - 23	
10/4 and up	75 - 88	42 - 50	24 - 26	

BOSTON, MASS.

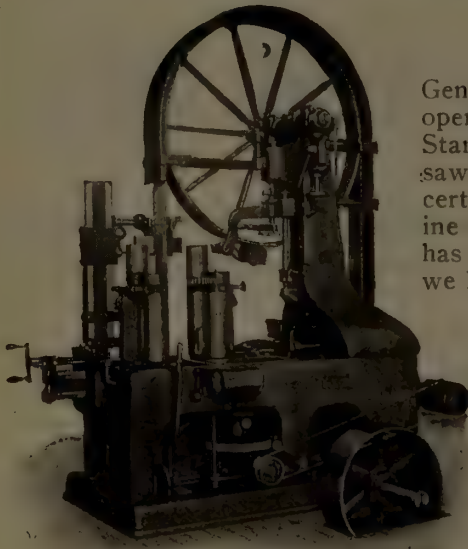
Quotations given below are for highest grades of Michigan and Canadian white pine and Eastern Canadian Spruce as required in the New England market in carloads.

White pine uppers, 1 to 2 in.	134 00
White pine uppers, 2 1/2 and 3 in.	149 00
White pine uppers, 4 in.	160 00
Selects, 1 to 2 in.	125 00
Selects, 2 1/2 and 3 in.	140 00
Selects, 4 in.	155 00
Fine common, 1 in., 30 per cent.	
12 in. and up	90 00
Fine common, 1 x 8 to 11 in.	87 00
Fine Common, 1 1/2 to 2 in.	105 00
Fine Common, 2 1/2 and 3 in.	135 00
Fine Common, 4 in.	145 00
1 in. shaly clear	72 00
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No. 1, 1 x 10	68 00	3 x 4 and 4 x 4 in.	38 00
No. 1, 1 x 8	64 00	2 x 8 in.	40 00
No. 2, 1 x 12	62 00	All other random lengths, 7-in.	
No. 2, 1 x 10	60 00	and under, 8 ft. and up	38 00
No. 2, 1 x 8	58 00	5-inch and up merchantable	
No. 3, 1 x 12	61 00	boards, 8 ft. and up, p 1s	40 00
No. 3, 1 x 10	60 00	1 x 2	40 00
No. 3, 1 x 8	59 00	1 x 3	40 00
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1 x 10 in.	50 00	1 1/2 in. spruce lath	4 00
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Spruce, 12 in. dimension	58 00	to 2-in.	5 18
Spruce, 10 in. dimension	56 00	Red Cedar Eureka, 18-inch 5	
Spruce, 9 in. dimension	49 00	butts to 2-in.	5 40
Spruce, 8 in. dimension	48 00	Red Cedar Perfections, 5 butts	6 07
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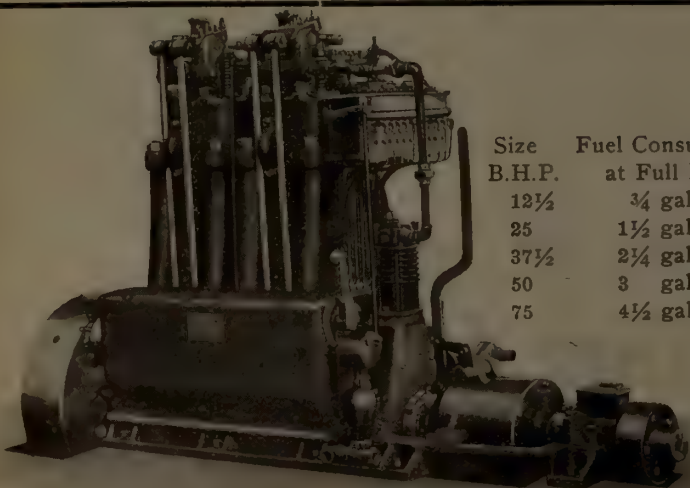
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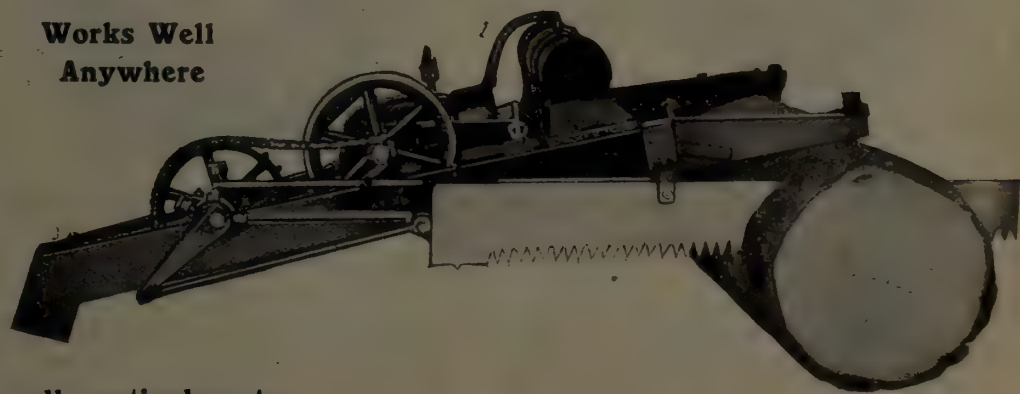
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Terry & Gordon.**TIMBER BROKERS**Bradley, R. R.
Cant & Kemp.
Farnworth & Jardine.
Hillas & Co., W. N.
Hunter, Herbert F.
Smith & Tyrer, Limited**TIMBER CRUISERS AND ESTIMATORS**

Sewall, James W.

TIMBER LANDS

Department of Lands and Forests.

TRANSMISSION MACHINERYCan. Bond Hanger and Coupling Co.
Canadian Link-Belt Company, Ltd.
General Supply Co. of Canada, Ltd.
Jenckes Machine Company, Ltd.
Jeffrey Manufacturing Company.
Waterous Engine Works Company.**TRIMMERS**Garlock-Walker Machinery Co.
Green Company, C. Walter
Waterous Engine Works Company**TUGS**

West & Peachey.

TURBINESHamilton Company, William.
Jenckes Machine Company, Ltd.**VALVES**

Mason Regulator & Engineering Co.

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VEENEER MACHINERYGarlock-Walker Machinery Co.
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Inserted Tooth Saws, Bits and Holders are reducing the expenses and increasing the output in hundreds of Canadian mills.

The excellence of Sterling Steel and our improved methods of manufacture make this possible.

Write for our free book "C.L." Full details of our entire line of "Saws for all Purposes."

Let your next order specify ATKINS—We'll do the rest.

E. C. ATKINS & CO.

Factory: HAMILTON, ONT.

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CLIMAX Improved Geared LOCOMOTIVES FOR WOOD IRON RAILS

A 62-ton
Climax
Locomotive
Designed
Especially for
Heavy
Logging Work.

Climax Locomotives are successfully operated on steep grades and sharp curves. Any weight or gauge. Locomotives in stock for immediate shipment. Get Catalog "H."

CLIMAX MANUFACTURING CO., 313 W. Main Street, CORRY, PA.
VANCOUVER MACHINERY DEPOT, LTD., VANCOUVER, B. C.

J. J. TURNER & SONS

PETERBOROUGH, ONT.



Government Contractors and
the largest Manufacturers
and Dealers in Canada
of

Lumbermen's Tents, Bed Ticks, Grey Blankets, Nose
Bags, Waterproof Goods, Steel Ranges and General
Camp Outfits.

Write for Catalogue.

Prompt shipments.

Put Your Locomotive Problem Up to Us



*We are specialists in
building locomotives*

We build all types and sizes, also
all kinds of spare and repair parts
for locomotives and tenders.

Our experience puts us in position to give you expert advice as to what
particular type and size of locomotive is best suited to your needs.

Put your locomotive problem up to us.

MONTREAL LOCOMOTIVE WORKS, LIMITED

DOMINION EXPRESS BUILDING,

MONTREAL, CANADA.

Pink's Lumbering Tools

The Standard Tools in every province of the Dominion, New Zealand, Australia, etc.
We manufacture all kinds of lumber tools. Light and Durable.

Long Distance Phone, No. 87

Send for Catalogue and Price List.

Sold throughout the Dominion by all Wholesale and Retail Hardware Merchants.

The Thomas Pink Company, Limited*Manufacturers of Lumber Tools*

PEMBROKE

ONTARIO

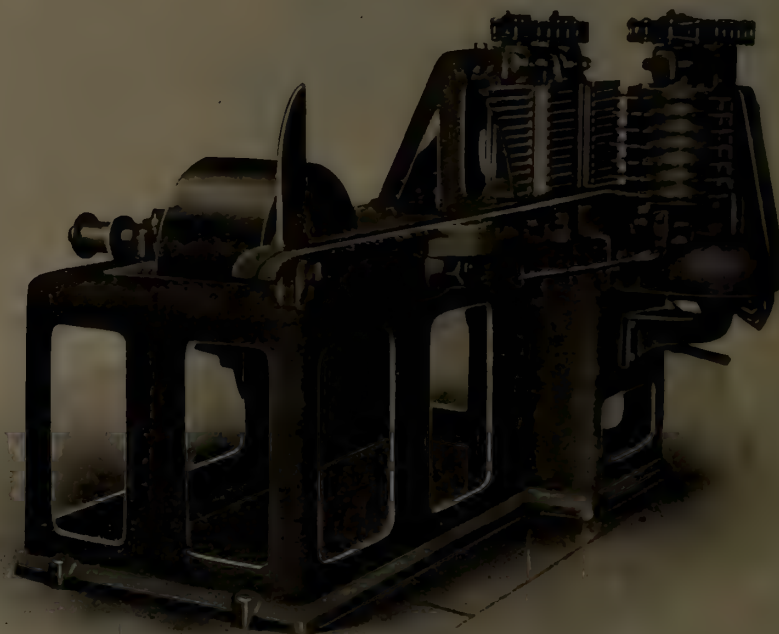
MADE IN
CANADA

It's a Pink
anyway, you
take it, and
it's the best
Peavey
made.

"HAMILTON" CIRCULAR RE-SAWS

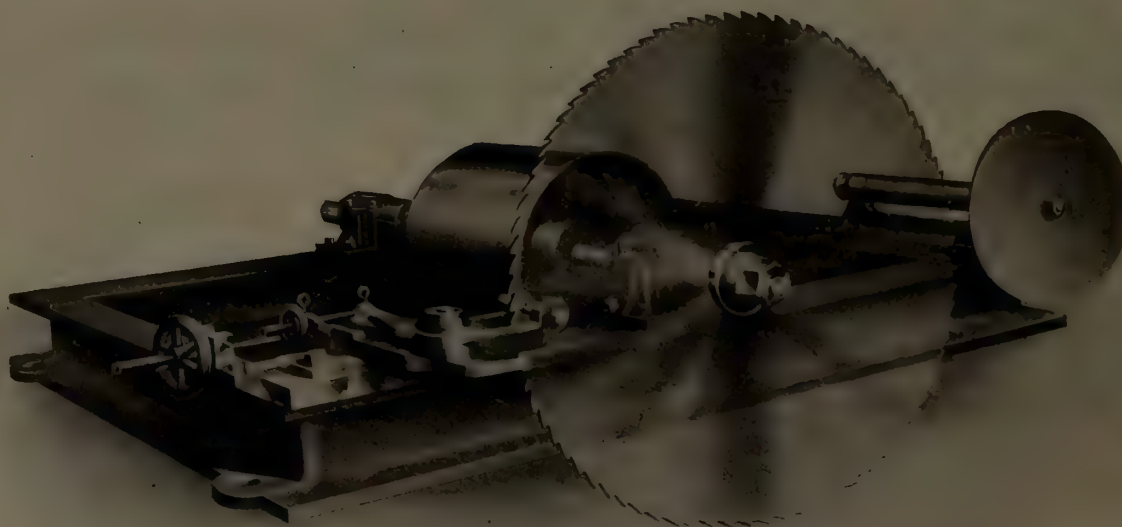
Here is a strong, rigid, well designed machine, specially gotten up for resawing slabs. The feed rolls are carried on a sliding frame that is easily adjustable to cut lumber any desired thickness. The binding or press roll is 13 in. diam., fitted with saw discs and power driven. The saw used is 42 in. diam., driving pulley 18 in. diam. x 12 in. face. Cut shows Left Hand Machine.

We also make this machine with wooden frame, having the mandrel and saw carried on an adjustable sliding frame.



Descriptive circular sent upon request.

"HAMILTON" HUSK FRAMES



Made in different sizes to suit all requirements. Frames are all of cast iron, of heavy section throughout, planed on top and bottom, with mandrel boxes lined with high grade babbitt. Mandrels are exceptionally large, of forged steel with forged collar, and the guide is the famous Parkhurst steel saw guide with steel splitter.

We manufacture a complete line of up-to-date Sawmill Machinery for either Band or Circular Mills.

William Hamilton Co., Limited

Peterboro, Ontario

AGENTS:—

Geo. H. Jameson, Vancouver, B. C.

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"Most Powerful, Most Economical Truck on Market"

SCORES of lumbermen tell us that Duplex 4-Wheel Drive Trucks are absolutely dependable—are the only practical and economical means of solving their transportation problems.

Among them is C. A. Sanders of Mississippi, who declares that "we could not get along without our Duplex Truck."

For the hard pull—up steep grades—over soft spots—through sand or mud—a truck must have *abundant tractive power*.

Because the Duplex wheels grip the road surface at *four* points, *all* power generated by the Duplex motor is actually utilized as a *pulling and hauling force*.

The Duplex 4-wheel drive principle accounts for its mighty power—its dependability under most rigorous haulage conditions.

Let us send you our latest booklet containing photos of Duplex trucks as operated by lumbermen in all sections of the country. We will gladly send you "Duplex Doings," the heavy hauler's magazine.

DUPLEX TRUCK COMPANY

2062 South Washington Ave.

Lansing, Mich.

*With tire mileage greater—
And fuel consumption less—
Duplex cost per ton-mile is always lower.*

C. A. SANDERS
LUMBER

MAGNOLIA, BR. MI. Miss. Sept. 24, 1918.

Duplex Truck Company,
Lansing, Mich.

Gentlemen:

In reply to your inquiry of the 20th concerning our 4-Wheel Drive Duplex Truck, I am pleased to advise that it has done all we expected of it. So far, we have spent only \$5.00 for repair parts and we would not have had to spend this if we had not overlooked oiling the transmission.

We could not get along without our Duplex truck. Our haul is 12½ miles one way or 25 miles to the round trip, over ordinary country roads, and as you know this could not be done with teams.

Heretofore we did our hauling over six miles of railroad with locomotive but when the Kentwood & Eastern Railway pulled up their line, we were forced to find other means and we turned to motor-trucks.

After careful investigation we became convinced that the 4-Wheel Drive Duplex, with its four drivers, gave twice the promise of success we could expect from a truck using only two wheels for driving.

Demonstrations verified our reasoning in the matter. We know a two-engineer operates and looks after it, which means that it is in competent hands.

A truck requires more care and attention than a locomotive because it runs over rougher roads. A competent driver will under no circumstances hurt his truck; an incompetent one could ruin one in a day.

As stated in the foregoing, we could not operate our plant if we had to depend upon teams for delivering our lumber.

Our belief is that the Duplex is the most powerful and most economical truck on the market. We believe it is going to help many saw-mill men out of a "bad hole" and that it is to play a big part in lowering the average cost of lumber.

Yours very truly,

C. A. Sanders.



DUPLEX

FOUR
WHEEL
DRIVE
TRUCK

Saw Carriages

We Make all sizes for every type mill



Our steel saw carriages are well known throughout the industry in Canada.

The Carriage illustrated is our No. 44 Three block outfit. Knees recede 44" from the saw line. May be furnished in any number of head blocks or axles, also with steam set works attached to either our No. 3 or No. 4 set. This is one of the most substantial carriages ever designed.

We make mill machinery of all kinds. Send for our catalogues and detailed information of any machinery you require.

THE E. LONG MANUFACTURING CO., LIMITED
ORILLIA, ONTARIO

Time Demonstrates Ability



1844 ————— 1919

*In Business
for 75 years*

IT is not the occasional success of a Band Mill or Edger that makes an astonishing record, that demonstrates ability. It is the long record of many years of steady reliability—of building each machine a little better than called for—that has kept Waterous products in the lead.

For *three quarters of a century* the name WATEROUS has stood for dependability and service.

Every time Waterous is put on an article it increases Waterous responsibility; for it represents our recognition of the fact, that this past record must be maintained. It is your assurance that your machinery is built upon all the experience that the past can contribute to the needs of the present. For this reason, when you buy WATEROUS products you get more than a mere machine—you get a machine that has *dependability, efficiency and service* built in.

*Our Products must satisfy
us first.*

Waterous

BRANTFORD, ONTARIO, CANADA



"FROST KING" METAL

Our thirty-five years' experience in metal mixing enables us to place on the market a babbitt that we believe to be absolutely perfect. For high speed machinery and engine work it is without an equal. It is specially designed for saw-mills, planing mills, threshing engines, traction engines, pumps, rolling mills, pulp machinery, and all classes of stationary engines. It is a high grade metal, made of the very best selected stock, and carefully compounded.

If your dealer does not stock FROST KING send us a money order for your requirements. Price 35c per lb., Fort William and East; West of Fort William, 40c per lb., delivered nearest railway station; packed in 30 lb. and 60 lb. boxes.

For extra duty, such as over-hanging saws, our TROJAN BABBITT will stand where all other metals will fail. Price, Fort William and East, 85c per lb.; West of Fort William, 88c, delivered to your nearest railway station; packed in 30 lb. and 60 lb. boxes.

\$5,000,000.00

worth of mixed metal
sold annually.

HOYT METAL CO., Toronto, Canada

Have factory and office at Eastern Avenue and Lewis Street, Toronto, Canada

Factories also at:—

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London, Eng.

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**Not altogether what we
say, but what users say**

"We have used the Alligator or Warping Tug manufactured by you for the last 7 or 8 years, and consider them indispensable to lumbermen on waters of French River or similar streams."

Will move a bag containing 60,000 logs,
in calm weather, 30,000 in a head wind.

West & Peachey - Simcoe, Ont.



Montreal

Toronto

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The J. C. McLaren Belting Co.

Limited

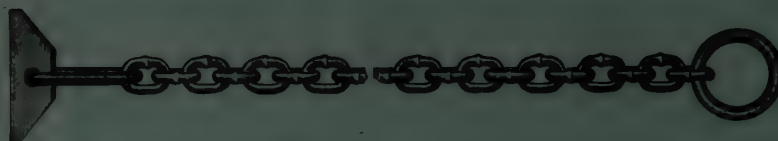
General Mill Supplies

MONTREAL

McKinnon Boom Chain

Proof Coil

B B Coil



B B B Coil

Loading Chain

Made to any pattern — In all sizes

ALL CHAIN CAREFULLY INSPECTED AND TESTED

McKinnon Columbus Chain Limited, St. Catharines, Ontario

Canada Lumberman

& Wood Worker

Introducing

JOHN LECKIE LIMITED

77a Wellington St. West, TORONTO, ONT.

WIRE and MANILA ROPE

BLOCKS of all kinds

OILED CLOTHING

COTTON DUCK and all Articles manufactured from same

EDGAR D. HARDY

JAS. E. REYNOLDS

E. D. HARDY & CO.

INSURANCE

Specialists in LUMBER and WOODWORKING Plants

HEAD OFFICE:

OTTAWA, ONT.



"Carss" Clothing Stands Steady Work

It's Quality that counts in Clothes for Lumbermen

Warm waterproof clothing will go a long way to keep the men contented and working well. "Carss" has always been noted for Quality and we mean to keep up that reputation.

Better send a card to-day for information. If you wish to see samples, let us know.

Carss Mackinaw Clothing Co., Limited

ORILLIA,

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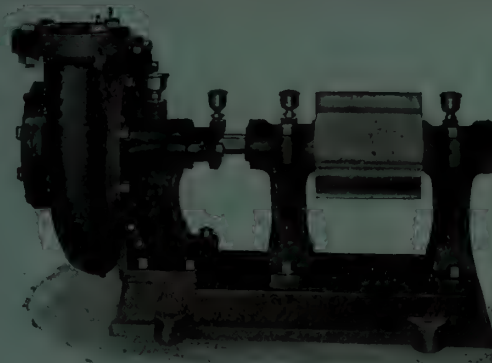


GENUINE "TURBROS"
Balata Belting

Waterproof and Stretchless.

The best belt for sawmills.

Atlas Asbestos Co., Limited
MONTREAL



Buy for Long Satisfaction

It is assured when you order

Smart-Turner Pumps

THE SMART-TURNER MACHINE CO., LIMITED
HAMILTON - CANADA

Soo Line Pike Poles, Peavies, Cant Hooks and Sager Axes
in the hands of your woodsmen will give you satisfaction and save your money.



Ask your dealer or order direct.

Made by
Canadian Warren Axe & Tool Co.
ST. CATHARINES, ONT.

AMERICAN WOOD WORKING MACHINERY CO.

ROCHESTER, N. Y.

SALES OFFICE FOR BRITISH COLUMBIA, PORTLAND, OREGON
 AGENTS FOR THE REST OF CANADA—GARLOCK-WALKER MACHINERY CO., TORONTO
 AGENTS FOR GREAT BRITAIN—THE PROJECTILE CO., LONDON

FIRST IN QUALITY

Do You Want a Copy of the American Calendar for 1919?

AMERICAN WOOD WORKING MACHINERY COMPANY

ROCHESTER
NEW YORK CITY
CHICAGO

NEW ORLEANS
SAN FRANCISCO
PORTLAND, ORE.



American Column
Scroll Saw



American Drawer Side Dove Tailer and Groover



American 36-Inch
Band Saw

1918 DECEMBER 1918						
SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

1919 JANUARY 1919						
SUN.	MON.	TUE.	WED.	THUR.	FRI.	SAT.
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

1919 FEBRUARY 1919						
SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	

FIRST IN QUALITY

Of course you do. Send us your name and address.
 Our 1919 Calendar is a beautiful 12-page hanger—thoroughly practical as a calendar
 and interesting as an advertising medium of **American Wood-working Machines.**
 Write To-Day For Copy Send Your Request to Agents or Direct to Rochester

CANADIAN



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Garlock-Walker Machinery Company

32-34 FRONT STREET WEST, TORONTO

LIMITED

TORONTO

MONTREAL

WINNIPEG

Spruce

Hemlock

STOCK ON HAND UNSOLD FOR IMMEDIATE SHIPMENT

MERCHANTABLE SPRUCE

2 x 4 x 10/13 Scant	56,800 ft.
2 x 5 x 10/13 Scant	76,100 ft.
2 x 6 x 10/13 Scant	133,900 ft.
2 x 7 x 10/13 Scant	106,200 ft.
2 x 8 x 10/13 Scant	44,600 ft.
2 x 9 x 10/13 Scant	175,100 ft.
2 x 4 and up x 6/9 Scant	5,590 ft.
1 x 5 x 10/13	103,500 ft.
1 x 6 x 10/13	159,000 ft.
1 x 7 x 10/13	89,000 ft.
1 x 8 x 10/13	48,300 ft.
1 x 9 x 10/13	9,400 ft.
1 x 4 and up x 6/9	48,700 ft.

CULL SPRUCE and JACK PINE

1 x 4 and up x 6/13	350,000 ft.
2 x 4 and up x 6/13 Scant	165,000 ft.

MERCHANTABLE SPRUCE

2 x 3 and up x 8 and up	88,000 ft.
3 x 3 and up x 8 and up	567,000 ft.
4 x 5 and up x 8 and up	75,000 ft.

HEMLOCK

1 x 8 x 10/16 Merchantable	100 M.
1 x 9 x 10/16 Merchantable	42 M.

Bartram & Ball Limited

WHOLESALE LUMBER

Drummond Bldg., 511 St. Catherine St. West, Montreal, Que.

Headquarters for British Columbia Forest Products

Fir, Pine, Spruce, Hemlock and Cedar

Long Timbers

Deep Joists

Ship Timbers, Ship Planking, Ship Decking

Boards, Ship Lap, Flooring, V.J. Sheathing, Clear Finish,

Rough Kiln Dried or Dressed for General Yard Stock

We represent the best mills in the Mountains and on the Pacific Coast

Exclusive Agents in Eastern Canada for

VICTORIA LUMBER & MFG. CO., CHEMAINUS, B. C.

UNIFORM GRADES

PERFECT MACHINE WORK

California Sugar and White Pine :- Factory and Pattern Lumber

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FIR TIMBERS

AND

British Columbia Red Cedar SHINGLES

Rough Clear Fir,
Fir Ceiling
Interior Finish

Ship Timbers and Planking
Ship-Decking
Red Cedar Bevel Siding

Tank Stock
Fir Flooring
Silo Stock

We have on hand a large stock of fir boards in the rough which we can run to any pattern, $\frac{3}{4}$ " thick, shiplap or surfaced boards S1S or S2S or tongued and grooved. Get our prices on these boards.

Daily output of Red Cedar Shingles, five cars.

These shingles are the very best manufactured, cut from the finest old growth red cedar timber. Write or wire at our expense for prices.

Cars of Fir Timbers and Red Cedar Shingles always in transit. Our representatives can give you specifications, or if more convenient wire us direct.

Montreal Representative:
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Montreal, Que.

Toronto Representative:
D. WILLIAMS,
40 Major St.,
Toronto, Ont.

Western Ontario
E. A. LEBEL
Sarnia,
Ontario

TIMMS, PHILLIPS & CO., LTD.

Head Office: Yorkshire Building, VANCOUVER, B. C.

Long-Bell Lumber Branded

The Long-Bell Lumber Company, the largest distributor of Southern Pine in the United States, announces that hereafter all its lumber and timbers will be branded. All lumber will carry the trade-mark, which is mechanically stamped on one end of each piece, and timbers will have the same mark stenciled upon them. That trade-mark—

Long-Bell

is "The Mark On Quality Lumber."

Long-Bell lumber products have long held a well merited reputation for uniform high quality. Since they are now trade-marked, the retail lumber dealer who sells these products will get the full benefit of their good reputation.

For bigger, better business, place your orders for Long-Bell branded lumber.

The Long-Bell Lumber Company

R. A. Long Building

Kansas City, Mo.

Manufacturers of

***Southern Pine, Hardwood, Oak Flooring and
Creosoted Posts, Poles and Wood Blocks.***

Geo. Gordon & Co.

Limited

Cache Bay - Ont.

White and Red Pine

Stock on Hand for quick shipment

6 x 6- 12/16'	50,000	6 x 12- 12 x 16'	7,000'
8 x 10- 12/16'	30,000	8 x 12- 12 x 16'	14,000'
10 x 10- 12/16'	100,000	10 x 12- 12 x 16'	25,000'
4 x 12- 12/16'	60,000	12 x 12- 12 x 16'	150,000'

Complete assortment 1"- 2"- and 3" White Pine

WRITE US FOR PRICES

The Wm. Rutherford & Sons Company, Limited
MONTREAL, P.Q.

Can Ship Immediately From Stock

B. C. and SPRUCE TIMBERS

Hemlock and Spruce Joists Rough and Dressed Lumber
Flooring (Hardwood and Softwood)
 $\frac{5}{8}$ & $\frac{3}{4}$ Fir Sheathing and Flooring

STOCK MILLWORK (All Kinds)

A Well Equipped Mill for Special Millwork Orders

*The Largest Assorted Stock In Eastern Canada
at Right Prices.*

Illustrated Catalogue and Price List on Request.

Hardwoods in Buffalo

Piled on our Buffalo Yard ready for Immediate Shipment

CHESTNUT.								
	¾-¾ in.	1 in.	1¼ in.	1½ in.	2 in.	2½ in.	3 in.	4 in.
1st and 2nds..	1,000 ft	51,000 ft	12,000 ft	11,000 ft	38,000 ft	12,000 ft	10,000 ft	3,300 ft
No. 1 Com. . .	1,000 ft	32,000 ft	42,000 ft	35,000 ft	55,000 ft	10,000 ft	8,000 ft	2,500 ft
No. 2 Com. . .		18,300 ft	4,000 ft	3,200 ft	4,000 ft	1,200 ft	2,000 ft	
CYPRESS.								
1st and 2nds . .		24,000 ft	47,000 ft	40,000 ft	34,000 ft	33,000 ft	1,700 ft	3,000 ft
Selects		44,000 ft	36,000 ft	23,000 ft	72,000 ft	23,000 ft	33,000 ft	12,000 ft
No. 1 Shop . . .		13,000 ft	500 ft	600 ft	2,500 ft	2,400 ft	1,000 ft	3,300 ft
HARD MAPLE.								
1st and 2nds . .	3,500 ft	30,000 ft	27,000 ft	24,000 ft	83,000 ft	13,000 ft	16,000 ft	11,000 ft
No. 1 Com. . .	1,000 ft	124,000 ft	14,000 ft	84,000 ft	190,000 ft	63,000 ft	59,000 ft	24,000 ft
No. 2 Com. . .		12,000 ft	4,500 ft	5,000 ft	24,000 ft	2,000 ft	25,000 ft	14,000 ft
SOFT MAPLE.								
1st and 2nds . .	2,100 ft	14,000 ft	2,000 ft	9,000 ft	29,000 ft	23,000 ft	20,000 ft	2,600 ft
No. 1 Com. . .	500 ft	23,000 ft	1,000 ft	9,000 ft	5,400 ft	3,300 ft	30,000 ft	2,800 ft
No. 2 Com. . .		1,500 ft	700 ft	800 ft	11,000 ft	500 ft	12,000 ft	
PLAIN RED OAK.								
1st and 2nds . .	6,400 ft	69,000 ft	24,000 ft	44,000 ft	85,000 ft	56,000 ft	35,000 ft	32,000 ft
No. 1 Com. . .	14,000 ft	107,000 ft	52,000 ft	64,000 ft	119,000 ft	61,000 ft	24,000 ft	14,000 ft
No. 2 Com. . .		46,000 ft	1,500 ft	3,200 ft	13,000 ft	10,000 ft	7,000 ft	1,500 ft
PLAIN WHITE OAK.								
1st and 2nds . .	2,400 ft	16,000 ft	7,000 ft	13,000 ft	54,000 ft	30,000 ft	60,000 ft	13,000 ft
No. 1 Com. . .	3,900 ft	55,000 ft	20,000 ft	17,000 ft	356,000 ft	237,000 ft	211,000 ft	60,000 ft
No. 2 Com. . .		58,000 ft	3,500 ft	3,600 ft	46,000 ft	15,000 ft	36,000 ft	2,100 ft
IMPLEMENT GRADE WHITE OAK (free of heart)								
50,000 ft. 1½ in.	200,000 ft. 2 in.	70,000 ft. 2½ in.	100,000 ft. 3 in.	45,000 ft. 4 in.				
SOUND SQUARE EDGED WHITE OAK								
About 500,000 ft. 2 in. and 3 in. x 6-8 in., 10 in., 12 in. and up to 10 x 10 in.								

We also carry a nice stock of Ash, Basswood, Cherry, Gum, Hickory, Quartered Oak, Poplar or Whitewood, Crating, etc.

A Few Miscellaneous Cars We Wish to Move

1 car 1 in. 1 and 2 White Ash.
 1 car 1 1/4 in. 1 and 2, White Ash.
 1 car 2 1/2 in. 1 and 2 White Ash.
 1 car 1 in. No. 1 Com. Wh. Ash.
 1 car 1 1/4 in. No. 1 Com. Wh. Ash.
 1 car 1 1/2 in. No. 1 Com. Wh. Ash.
 1 car 3 in. No. 2 Com. Wh. Ash.
 1 car 1 1/2 in. No. 1 Com. Beech.
 8 cars 2 1/4 and 3 in. Beech and Maple Road Plank.
 2 cars 1 in. No. 1 Com. Cherry.
 1 car 1 1/4 in. No. 1 C. Cottonwood.
 2 cars 3 in. 1 and 2 Elm.
 2 cars 3 in. No. 1 Com. Elm.
 1 car 1 in. 1 and 2 Pl. Red Gum.
 1 car 1 1/2 in. 1 and 2 Pl. Red Gum.
 1 car 2 in. 1 and 2 Pl. Red Gum.
 1 car 1 in. 1 and 2 Poplar.
 1 car 2 1/2 in. 1 and 2 Poplar.
 1 car 1 1/2 in. Sap and Sel. Poplar.
 1 car 1 in. C. and B. Sycamore.
 1 car 1 in. No. 1 Com. Walnut.
 1 car 1 in. No. 2 Com. Walnut.

The demand for Hardwood Lumber will undoubtedly be extremely large as soon as business gets under way on a peace basis.

Production is about 50 per cent. of normal and will remain so for a year or two at least.

A few months of normal business will take every stick of dry hardwoods in the market.

This lumber is here in our Buffalo yard—ready for immediate shipment. Why not let us send some of it to you now while (in most cases) permits can be obtained? Upon what can we quote you?

Would also appreciate your inquiries for Ash, Basswood, Gum, Hickory, Quartered Oak, Poplar (or Whitewood) and Sound Beech and Maple Planking.

Your enquiries will receive our careful attention.

Blakeslee, Perrin & Darling

1100 Seneca Street

BUFFALO, N. Y.

Vancouver Lumber Co.

LIMITED

MANUFACTURERS OF

B. C. Fir, Cedar and
B. C. Hemlock Products

TWO LARGE MODERN
MILLS AT YOUR SERVICE

Fir Finish

Fir Flooring

Fir Timbers

"BIG CHIEF BRAND" SIDING
RITE GRADE SHINGLES



View of our Fir Mill from log pond, Vancouver, B.C.

Eastern Sales Office:

701 EXCELSIOR LIFE BUILDING

Representative---C. J. BROOKS

TORONTO, ONT.



WE ARE READY



To quote THE TRADE interesting prices on our unsurpassed stocks of
—of—

**ONTARIO WHITE PINE, NORWAY and JACK PINE, LUMBER, TIMBER and LATH
SPRUCE, HEMLOCK and HARDWOODS**

**BRITISH COLUMBIA WESTERN PINE, SPRUCE, CEDAR, FIR TIMBER,
LUMBER, MOULDINGS and DOORS**

"T. & G. QUALITY" & "T. & G. STANDARD" Brands of Choice B.C. RED CEDAR SHINGLES

Special Offering in B.C. Mountain Spruce, sawn full size, No. 1 Common and Better.

1 x 6—8/18 ft.	28,000 ft.	2 x 10—12 ft.	6,500 ft.	3 x 8—12 ft.	4,000 ft.
1 x 8—8/18 ft.	20,000 ft.	2 x 10—14 ft.	18,000 ft.	3 x 8—14 ft.	4,000 ft.
1 x 10—8/18 ft.	27,000 ft.	2 x 10—16 ft.	23,000 ft.	3 x 10—18 ft.	20,000 ft.
1 x 12—8/18 ft.	25,000 ft.	2 x 10—18 ft.	26,000 ft.	3 x 12—16 ft.	13,000 ft.
		2 x 10—20 ft.	25,000 ft.	3 x 12—18 ft.	15,000 ft.
				3 x 12—20 ft.	17,000 ft.



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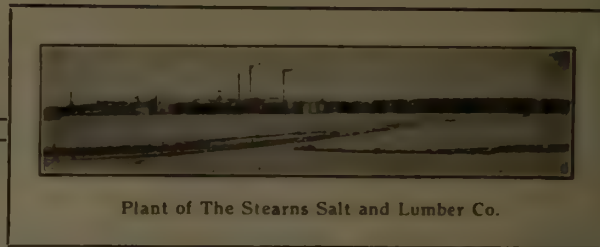
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Soft, Dry Stock, Finest Grades—
All Thicknesses— $\frac{4}{4}$, $\frac{5}{4}$, $\frac{6}{4}$, $\frac{8}{4}$, $\frac{10}{4}$, $\frac{12}{4}$

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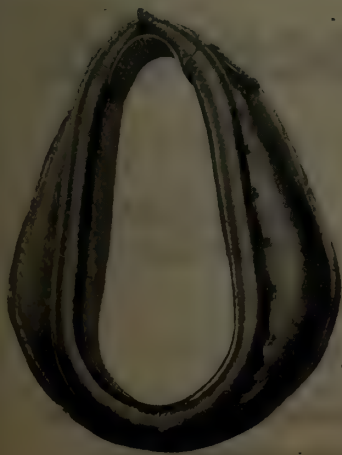
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Stock Widths $\frac{4}{4}$
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1919

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Cooperation is the secret of business success.

As manufacturers we've found that out in our line. As wholesalers and retailers you've found it true in your business

Is there any reason under the sun why we can't extend that same principle to cover our mutual relations—and to our mutual advantage.

We'll play the game—do our part. Will you do yours?

We're going to put British Columbia Red Cedar Shingles on the map during 1919 as never before.

We're going to advertise—extensively too—tell the consumer just how good they are. That means grist for your mill. We don't deal with consumer enquiries. We refer them to you.

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Above all—we're turning out a trade-marked shingle that for quality and grade can't be equalled for roofing.

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Write us—tell us about the Shingle situation in your district—give us any suggestions you think will be to our advantage.

1919—Let's Cooperate

With best wishes for a prosperous year.

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Stock now in pile, dry:-

1 x 4 to 12 in. Mill Run White Pine.
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8/4 x 4 to 12 in. Mill Run White Pine.
2 x 4 to 10 in. Hemlock.
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Write for Quantities and Prices

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Rough Fir Timbers

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Select Grades a Specialty

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Extra heavy log haul-up works with inch round and flat chain, 128 ft. centres.
2—Waterous log unloaders or kickers, 3 arms, 10 in. cylinders.
1—Waterous log loader, 3 arms, 10-in. cylinders.
1—Waterous right-hand double cutting band mill, 11 in. saws, 8 ft. wheel, with 3-block carriage; 24 in. opening; Payette set works and dogs; 8 in. x 36 ft. steam feed.
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48—live rolls about 8 ft. long by 10 in. dia.; extra heavy, sprocket drive.
20—High cars with roller tops, 24 in. heavy wheels on 8 in. axles, standard gauge.
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3—Return Tubular Boilers, Goldie McCulloch make, 66 x 16, Dutch oven settings, 85 lbs. steam allowance Ontario Government.
Breeching and smoke stack for above boilers, 60 in. dia., newly painted, 600 ft. new 1/2-in. guy and plate for brick pier.
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A Definite Offer for your Definite Needs

5 M. ft. 1 x 4 and up	C. and C. F. Norway.
5 M. ft. 6/4 x 4 and up	" "
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10 M. ft. 1 x 6—10/18 ft.	Merchantable Norway.
33 M. ft. 1 x 4 and up—10/18 ft.	" "
35 M. ft. 2 x 4 and up—10/18 ft.	" "
75 M. ft. 2 x 6—10/16 ft.	" "
60 M. ft. 2 x 8—10/16 ft.	" "
17 M. ft. 2 x 10—10/16 ft.	" "
8 M. ft. 2 x 12—10/16 ft.	" "
50 M. ft. 2 x 6—18 ft.	" "
50 M. ft. 2 x 8—18 ft.	" "
50 M. ft. 2 x 10—18 ft.	" "
5 M. ft. 2 x 12—18 ft.	" "
23 M. ft. 3 x 6—10/16 ft.	" "
13 M. ft. 3 x 6—18 ft.	" "
18 M. ft. 3 x 8—10/16 ft.	" "
10 M. ft. 3 x 8—18 ft.	" "
20 M. ft. 4 x 4—10/18 ft.	" "
11 M. ft. 8 x 10—10/18 ft.	" "
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70 M. ft. 1 x 3 Mill Culls, Spruce.
40 M. ft. 1 x 4 Mill Culls, Spruce.
7 M. ft. 1 x 5 Mill Culls, Spruce.
13 M. ft. 1 x 6 Mill Culls, Spruce.
80 M. ft. 2 x 3 Mill Culls, Spruce.
35 M. ft. 2 x 4 Mill Culls, Spruce.
25 M. ft. 3 x 5 Mill Culls, Spruce.
40 M. ft. 3 x 6 Mill Culls, Spruce.
40 M. ft. 3 x 7 Mill Culls, Spruce.
35 M. ft. 3 x 8 Mill Culls, Spruce.
20 M. ft. 3 x 9 and up Mill Culls, Spruce.

500 Pcs. Spruce and Red Pine Piles for quick shipment. 20 to 50 ft. long.

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Any or all of the following, from Wm. Peter estate—
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 - 1 Engine, 14 x 20 slide valve, Payette fly-wheel, 5 ft. diameter, 30 in. face.
 - 1 Engine, 11 x 18, slide valve, Inglis & Hunter fly-wheel, 6 ft. diameter, 16 in. face.
 - 1 Patterson & Berryman Water Heater.
 - Gordon Hollow Blast Blower, located in mill.
 - 1 Ewart's Detachable Chain.
 - Special Heavy Forged Chain, about 800 feet.
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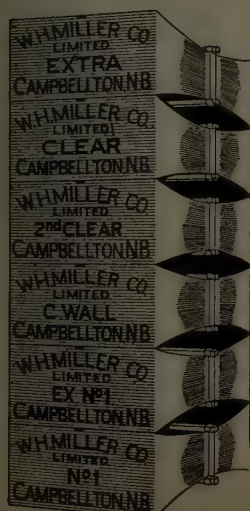
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**LONG CLEAR BACON
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Canada Lumberman and Woodworker

HUGH C. MACLEAN, LIMITED, Publishers

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Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

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The Export Business and What It Means to Canada

It is gratifying to record that according to apparently reliable sources of intelligence, there is something doing in the export lumber line. It has been felt for some time that if Canada wanted to secure its just proportion of structural material for the building of houses in Great Britain it must go after the business in a large way and on a unit basis, that the usual channels of procedure would not avail, but co-operation and aggressive action were the chief considerations of the moment.

During the past few days, word has come from London that the British Timber Controller has purchased a billion feet, board measure, of Canadian timber material. The details of the plan have yet to be worked out. It is possible that when the grades, sizes, quantities and finish are made definitely known that the west will supply four hundred million feet or perhaps more. The happy outcome is the result of timely and effective action taken by the Canadian Mission in London, England, supported by the Canadian Lumbermen's Association, who decided at a meeting some weeks ago that the Dominion was in a position to furnish much of the wood products that would be required, not only in Great Britain, but throughout the devastated countries of Europe. It was known that other nations were at work endeavoring to land big business, but all things being considered it was seen a strong disposition existed on the part of the Mother Country to favor her Dominions to as large an extent as possible, owing to the splendid part played by their soldier sons in the gigantic struggle for liberty and civilization.

Canada to-day enjoys a pre-eminence in British circles never attained before and the result is that big things are now developing in the export line. It is pointed out that Canada gets first pick of the European lumber business and much credit is due the Trade Mission in London, England. The spirit and purpose as outlined by

a leading Canadian lumberman in a recent interview in this journal, is being carried out. Small deals, close competition and petty misunderstandings were denounced, and it was pointed out that as Canada had shared in common with Britain the sacrifices of war, now that peace and prosperity are returning, the Mother Country is willing to show Canada such consideration as is necessary to enable her to "carry on" successfully during the period of reconstruction. Shorn of all sentimentality and chauvinistic considerations, Great Britain, in a practical, commercial way, is doing her bit for us in 1919, as Canada and Canadians did for the stability and permanency of the Empire during the previous four years.

An Association That Has Grown in Service and Worth

What confederation was to the scattered provinces of this country over half a century ago in welding together divers interests and divided sections of Canada into one influential and steadily expanding parent body, known as the Dominion, so has the Canadian Lumbermen's Association proved to the great pioneer industry of lumbering. Less than a dozen years ago there was no unity of interests, no bonds of sympathy, no coming together, no common meeting ground, between the representatives of the trade. It was felt that, while there might be local organizations of one kind and another, still the need for a strong national body was very apparent. After a decade the Canadian Lumbermen's Association stands out to-day sturdier and more active than ever. It is more national in scope and purpose and less of the provincial permeates its being. With few exceptions each year has witnessed the association gathering strength and influence. The Canadian Lumbermen's Association stands for much in the way of accomplishment and concord. The reason for its existence is to be of service and value to the members in particular and the public in general.

Greater problems than ever will be dealt with at the forthcoming convention, to be held in St. John, on February 5th and 6th. Issues will be deliberated, on the outcome of which the prestige and status of Canada as one of the great wood producing countries of the world will largely rest. If the lumber industry of this commonwealth is to attain that measure of importance and influence which all its exponents hope to witness, there must be eliminated from the ranks, so far as the export trade at any rate is concerned, all idea of provincialism. The slogan "that east is east and west is west and never the twain shall meet," must be thrown to the winds; and instead must prevail national sentiment and entire harmony, for it is only through cohesion and co-operation that big business can be landed.

In giving effect to these principles the founders of the Canadian Lumbermen's Association did a great deal and builded better than they knew. To-day these principles are emphasized to a larger degree than ever. This fact is evidenced in that for the first time in its eleven years, the Canadian Lumbermen's Association is meeting outside the provinces of Ontario and Quebec. The east is now claiming attention and there is no doubt in the near future the west will receive an equal measure of recognition, for it is desired to make the organization as truly representative and national in character and vision as possible.

The policy of the Canadian Lumbermen's Association is to look forward and not backward, to invigorate the industry as a whole in the great work of readjustment and transition from a war basis to a peace footing. In this spirit the Association will continue and no doubt as the years go by, its usefulness and effectiveness will be more widely felt and recognized. It is, therefore, of the greatest importance that the attendance at the forthcoming conclave in St. John should be the largest in the history of the parent body. The problems to be tackled are many, and they should be settled with the idea of the greatest good to the greatest number. This cannot be satisfactorily effected without everyone who belongs, being in his place and taking part in the deliberations that will contribute to the welfare and upbuild of the industry, both at home and abroad.

Getting Out of All Projects What Is Put Into Them

In the affairs of life men generally get out of every pursuit exactly what they put in to it. If a man conducts his business in a listless, halfhearted and indifferent way, he is pretty sure to reap like results, but if he brings to bear upon its management thought and energy, system and efficiency, he will generally find himself forging ahead of his fellows and earn the satisfaction which comes from doing well everything that is worth doing.

What applies to the wholesale, retail and manufacturing business is equally pointed in its reference to association work and, while there are a few men in every community and every trade who will have nothing whatever to do with organizations, they represent a hopeless minority and are not among the most active and aggressive representatives of their vocation.

The isolated attitude or selfish spirit of "I am going to run my own business and nobody can tell me how to conduct my affairs," still prevails to a limited extent. Such men lack the co-operative idea and fail to recognize that in unity there is strength and that more can be accomplished by concrete, well directed and harmonious endeavor in one month than could be effected in a year by any individual or sporadic spurt. Nowadays it is cumulative force that counts. It is the driving power that makes business go in this era of the world's progress, that stimulates production, creates turnover and finds new avenues for trade. No better expression of this silent, powerful force is seen than in association work. In all the affairs of business team play on the part of those associated with any firm is what tells and tallies and in general affairs, legislative, economical, administrative and financial, a union of interest and an association of ideas, through a guild or public body, will achieve many desirable results.

Bearing this in mind it should be the pleasure—as it is the privilege—of every retail lumber merchant in Ontario to attend the first annual convention of the O.R.L.D.A., which will be held in Toronto, on Tuesday, February 11th. That a membership of nearly 150 should be attained within twelve months is a record which stands out as unique in the way of trade organizations and stamps the association as being one whose worth and work is appealing to all. There are many after-the-war problems to be considered by the retail lumbermen and as in the multitude of counsel there is wisdom, so the dealer can best meet and overcome these issues by approaching them in a broad, liberal spirit and learning just how the other fellow is going to line up his business.

The coming year promised to be one of the best and brightest in the history of lumber trade in general. It should also be most fruitful and satisfactory to everyone in particular and in all likelihood will be if there is cohesion and harmony in the retail ranks and the members approach and solve the various problems in a spirit of enterprise, co-operation and mutual good will.

Some Editorial Short Lengths

In commenting on the enactment of the New Brunswick forest act and forest fires act, and the creation of a forestry advisory commission, the Canadian Society of Forest Engineers, in a recent report, pays the following tribute: "Through the recent enactment of the forestry and forest fires acts in New Brunswick, this province has now taken its place among the leaders in the matter of progressive legislation respecting the protection and administration of the Crown lands. The law as it now stands embodies the best features of the laws of the other provinces and of some of the States. Altogether this legislation comprises what is probably as advanced a body of forestry legislation as there is to be found in Canada or the United States.

The War Department has created a special agency, with a director of sales, to dispose of vast quantities of timbers and other wood products which were on hand at various cantonments, and building projects throughout the United States at the time the armistice was

signed. The sudden ending of the war, with all the great work for the government under way, for a time threatened to create a serious problem. It was feared that millions of feet of lumber, not consumed on the government contracts would be thrown back on the market, and that a species of commercial chaos might result. The action of the governmental departments is declared by Wilson Compton, of Chicago, Secretary-Manager of the National Lumber Manufacturers' Association, to have gone a great way toward solving some of the problems confronting the lumber industry of the country. The Director of Sales, whose offices are in the Munitions Building, at Washington, will confer with committees representing industries affected by disposal of different kinds of supplies, in order that business conditions may be disturbed as little as possible.

In co-operation with the Quebec Forest Protective Association and the Canadian Pulp and Paper Association, the Canadian Forestry Association will hold a public meeting on Wednesday afternoon, Jan. 29th, in Montreal, when Col. Henry S. Graves, Chief Forester of the United States, who has recently returned from France, and the Hon. W. R. Brown, of Berlin, N. H., will be among the speakers. The Canadian Pulp and Paper Association is arranging for the presentation of the reports of the committees appointed at the last conference on logging methods. It is also proposed to have papers on lumbering in Scotland, and on aerial photography as applied to forest maps, a discussion on slash burning will take place. The meetings of the various Forest Protective Associations, the Canadian Forestry Association, and the Canadian Pulp and Paper Association, covering two days, proved very successful last year, and it is proposed to carry out the same arrangement on January 29th and 30th next.

It is a trite but, nevertheless, true saying that the only way to get business in quiet times is to go after it. At all times resources and initiative count for a good deal and the salesman who uses his brains is the one who scores most frequently over his competitors. Clear thinking, good judgment and prompt action, together with some originality, have carried many men to the front in spite of insuperable difficulties. A good illustration of this is afforded in a story now going the rounds. It tells how a live insurance man landed a prospect whom it had never been possible previously to corral. The tale concerns Tom Lowry, of Milwaukee, who was a widely-known traction magnate. He did not believe in life insurance and had never taken out a policy: in fact he took a special pride in turning down all solicitors. Whenever a new man was taken on and his boss wanted to try him out he always sent him around to see Lowry. If he lived through the ordeal and came out with any confidence in his ability, the chief agent knew that the beginner would survive and likely make good.

Now, Lowry would bet on anything that contained any element of chance. At a ball game he would bet that out of the next five men up, three would fly out; in a hotel lobby he would bet that out of the next twenty men to come in, five would have whiskers.

One day a new solicitor called at Lowry's office, and sent in his personal card, giving only his name. Back it came with the request for the man's business. The insurance agent said he wanted to make a bet. He was instantly admitted.

"Mr. Lowry," he began right off, "I want to wager \$100,000 to \$1,800 that you will die within the next year."

"You're on!" said Lowry.

"All right," replied the agent, "just sign this." And he passed over an insurance application blank that had been previously made out!

Lowry signed it. Time of sale, three minutes.

An interim Forest Authority has been appointed to make preliminary arrangements for developing afforestation in the United Kingdom. The members are: Mr. F. D. Acland, M.P. (Chairman), Lord Clinton, Major David Davies, M.P., Colonel Walter Stuart Fotheringham, Brig.-General Lord Lovat, Mr. T. B. Ponsouby, Mr. R. L. Robinson, and Mr. A. MacCallum Scott, M.P.

Many Unique Features for Big Convention

Eleventh Annual Gathering of Canadian Lumbermen's Association in St. John on February 5 and 6 will be Most Important and Far-reaching

The eleventh annual meeting of the Canadian Lumbermen's Association will be held in St. John on February 5th and 6th. This will be an outstanding session as many live issues, particularly those relating to the export trade, will come up for discussion. It is, therefore, both a matter of urgency and expediency that the attendance should be large and representative as possible.

It is only a little over a decade ago that the Canadian Lumbermen's Association was organized. At that time its membership was small and confined largely to two or three provinces but, with the ensuing years, expansion and cooperation have been the watchwords. Now the Canadian Lumbermen's Association is broadly representa-



One of the docks owned by Stetson, Cutler & Company, St. John, N. B. There are 5,000,000 feet of spruce deals piled on the wharf ready for shipment overseas and some to the United States. The lumber was all turned out at the large mill shown in the illustration

tive of the great woods industry of the entire Dominion and national in scope and outlook. The annual meetings have generally been held in Montreal, Ottawa or Toronto, and the movement of the gathering to St. John is a distinctly progressive step. Many eastern spruce manufacturers have recently joined the organization, and it is understood that important sessions of the spruce men will be held in St. John on Monday and Tuesday, February 3rd and 4th.

It is probable that, for the first time, the delegates will travel from Montreal to the scene of the convention in special cars, and the attendance promises to be the largest ever. There are several unique features in connection with the proceedings which will be appreciated by all. It is essential in the development of the wood products business in Canada that the West should be thoroughly conversant with the East. By meeting in a convention and becoming better acquainted a larger and more liberal idea of affairs generally is developed and domestic and foreign conditions and market outlook are more widely comprehended.

The sessions of the Association will be held in the Board of Trade rooms, Prince William Street and, outside of business agenda, the social attractions will be a dinner on an ocean liner, banquet at the Union Club, moving pictures of timber and shipbuilding activities, a visit to the docks and other points of interest.

St. John and other eastern lumbermen are actively engaged making complete arrangements for the big gathering and a warm welcome will be extended the visitors by the civic authorities. Frank Hawkins of Ottawa, secretary of the Canadian Lumbermen's Association recently returned from St. John where he spent some time looking after preliminaries for the coming gathering.

In an official notice sent to the members the following of interest appears: It only remains for our members in Ontario and West to do their part by attending the convention. Apart entirely from the

social advantages, we are satisfied that a visit to St. John will not only be very entertaining, but will give you an insight as to what they are doing in St. John in the way of it being a most important shipping port, the exports amounting to some \$200,000,000 for 1918.

The Doings Day by Day

Monday, February 3rd.—Leave Montreal for St. John by special cars, 7 p.m.

Tuesday, February 4th.—Arrive at St. John after luncheon, (luncheon being served on the dining car.) The party will be met at the station in St. John by automobiles, and will be driven around the city, seeing the various points of interest, and also a considerable portion of the shipping of the port. A visit to the Atlantic Sugar Refineries is also being arranged, and after dinner a visit to one of the moving picture houses, to see some special lumber pictures, and after that a "bread and cheese" supper.

Wednesday, February 5th.—Convention assembles 10 a.m. and continues throughout the day, with a short interval for luncheon. The meetings will be held in the Board of Trade Rooms, St. John, which have been placed at the disposal of the Association.

Wednesday evening.—The 11th annual banquet to be held either in the Union Club, or if arrangements can be made, the banquet will take place on board an ocean liner in the harbor. This is a very attractive feature.

Thursday, February 6th.—Convention at 10 a.m. Board of Trade Rooms, after which our New Brunswick friends will entertain the members at luncheon. Special cars will be attached to the regular train, leaving at 6.10 p.m. for Montreal, due to arrive at the latter city 10.20 a.m., Friday, the 7th.

Caspar Lamarche Boosts the St. John "Meet"

Editor Lumbermans Canayenne:—

Im write a few line for tel you Im get your lettre las wik O K, an dat calendrier you sen me.

Have place de calendrier on de foot ma bed on de chan-tier an look dat pretee girl mos all de tam wen Im not sleep. She mak me tink ma wife Glorianna, wen we first marry.

But say: Wats dat ting you have steek on de back your lettre? "Go to St. John for the Convention, February 5 and 6."

You damwelright Im not go to St. John for nottings. Im go home for Chreesmas an it take me mos a wik for get back on de chanier. But mebbe praps dats not mean me but some dose sport Im see on de Lumberman Supper few wik ago on Toronto.

De Boss he write bout de chantier beezness an he say mebbe praps he come an see me before he go on St. John an he say again mebbe he not go on St. John because he have so much work for look after.

Ba Gosh, dats mak me tire hear her talk lak dat. Too much work. De work shes go along jus de same if he Boss are on her office or on de car. He have few clerk on her of-fice, do mos de work anyhow, an few day for pleasure are not do much harm.

An beside, he meet nudder feller from all over re coun-tree an talk bout her affair an de price dey gone ask for de stuff Im cut on Lac au Loup an nudder good mans lak me-self, cut some nudder place. An den, if St. John are not one dem scottax place, mebbe dey have leetle drink once a while for luck.

For sure Im lak go to St. John but de Boss are gone tel me bout date meat when he come back.

Im jus look on dat calendrier you sen me, for see wat are de date for to-day, an dat girl on it, she wink hees eye at me.

Ba Gosh; Im gone see Glorianna nex Sunday, sure.

Bien a vous,

Caspar Lamarche.

Lac au Loup, Quebec.

The present officers of the Canadian Lumbermen's Association are:

J. R. Booth, Hon. President, Ottawa, Ont.

W. Gerard Power, President, St. Pacome, Que.
 Vice-Presidents: Dan McLachlin, Arnprior, Ont.; Walter C. Laidlaw, Toronto, Ont.
 Hon. Treasurer—R. G. Cameron, Ottawa, Ont.
 Secretary, Frank Hawkins, Ottawa, Ont.
 Directors—W. G. Power, St. Pacome, Que.; Dan McLachlin, Arnprior, Ont.; Walter C. Laidlaw, Toronto, Ont.; W. E. Bigwood, Toronto, Ont.; Duncan McLaren, Toronto, Ont.; R. G. Cameron, Ottawa, Ont.; Gordon C. Edwards, Ottawa, Ont.; P. C. Walker, Ottawa, Ont.; A. E. Craig, Toronto, Ont.; A. E. Clark, Toronto, Ont.; Jas. G. Cane, Toronto, Ont.; W. M. Ross, Ottawa, Ont.; Arthur H. Campbell, Montreal, Que.; G. W. Grier, Montreal, Que.; Wm. Thos. Mason, Montreal, Que.; Alex. MacLaurin, Montreal, Que.; Angus McLean, Bathurst, N. B.; Sir D. C. Cameron, K.C.M.G., Winnipeg, Man.; E. C. Knight, Vancouver, B.C.; E. W. Hamber, Vancouver, B.C.

Lumbermen Section's New Officers

A. C. Manbert Succeeds J. B. Reid as Presiding Officer for the Coming Year

The annual meeting of the Lumbermen's section of the Toronto Board of Trade was held in the Council Chamber of that body on Friday, January 3rd. There was a large and representative attendance, and the proceedings were harmonious and enthusiastic. John B. Reid, Chairman, presided and, after stating the object of the gathering, business was proceeded with, the first item being the election of officers for 1919. Mr. Reid declared that he thought the honor should go around and some new blood should be injected in the section, which, since its inauguration three years ago, had done much to



A. C. Manbert, Toronto,
The newly elect chairman



John B. Reid, Toronto,
The first chairman of the Section

bring about unity and comity in both the wholesale and retail ranks, for the section embraces both bodies in its membership.

The report of the secretary-treasurer, H. Boultee, showed a substantial balance on hand. The election was conducted by ballot, and after several nominations had been made, the following officers were chosen for the present year.

Chairman—A. C. Manbert.

Vice Chairman—W. J. Lovering.

Sec.-Treas.—H. Boultee.

Committee (re-elected)—A. E. Clark, A. K. Johnson, W. F. Oliver, H. J. Terry and Hugh A. Rose.

Representative for election on Council of the Board of Trade—C. W. Wilkinson.

Representative for election on Board of the Canadian National Exhibition—John B. Reid.

Representative for Board of Trade Arbitration—W. J. Lovering.

It was decided to leave the matter of the annual banquet of the section over until a later date for further consideration, in view of the fact that the first annual meeting of the Ontario Retail Lumber Dealers' Association will be held at the King Edward hotel, Toronto, on Tuesday, February 11th, when the wholesale lumbermen of Toronto will entertain the visitors to a dinner in the evening.

Feeling reference was made to the long, continued confinement to his home of John Donagh, who has always taken a great interest in the affairs of the section. It was decided to send him flowers during the period of his illness, and also to forward letters of sympathy

to J. P. Johnson, on the loss of his wife, and to the family of Hugh Breinen, on the death of the husband and father.

Mr. Manbert, who has been vice chairman, and is now chairman, in assuming the office, took occasion to offer thanks for his appointment and to express the hope that he would, in some degree, be able to live up to the reputation created by his worthy predecessor, John B. Reid.

The Work of the Past Reviewed

On motion of A. E. Eckardt, seconded by W. J. Lovering, a cordial vote of thanks was tendered the retiring chairman, John B. Reid, for the able and courteous manner in which he had presided over the deliberations of the section during his term of office.

In replying, Mr. Reid expressed his appreciation for their confidence and said if his successor, Mr. Manbert, took as much pleasure through filling the position as he (the speaker) had he would be well repaid. During the three years that he had occupied the chair, Mr. Reid stated there has been much evidence of friendly, kindly feeling among the members, which would always linger as a pleasant memory of the work of the organization. He had been given hearty support and encouragement in his humble efforts to raise the dignity, standing and good feeling in the ranks and felt that the tone of the lumber business as a whole in Toronto had been elevated through the efforts of the section, which was now recognized as one of the best and most substantial in the Board of Trade organization. All the petty jealousies and misunderstandings which has cropped up in the business for many years had been eliminated. He would still do all in his power to carry on the good work and desired no other reward than that he had done his part to help bring about this better state of affairs and remove the suspicions and strife of the past. Mr. Reid added that he would have rather have this reputation than any other to hand down. The retailer should use his brains, collect his accounts promptly, not overthrow and keep his stock within reasonable margin. They should be honest and fair in all their dealings, and thus help the other fellow to make a living. There was business sufficient for all and when it was conducted in an open, above-board manner, all striving to do their best in a mutual, helpful spirit, the gospel of good-will was carried out. When it came his time to pass away he would rather have it said of him that he did what he could to make the world of business better and brighter for all engaged in it than he would to hoard money and die wealthy, leaving only the memory of a selfish, self-centred existence. Business has its ups and downs and should be done in an agreeable, social spirit, and toward this end he felt that the Lumbermen's Section of the Board of Trade had accomplished much during the last three years.

Mr. Manbert said that Mr. Reid had touched the keynote of the whole situation. In the creation of the better understanding, integrity, cohesion and general responsibility of the lumber trade they owed him a great deal and were perhaps inclined to accept the present happy condition without adequate appreciation of what had been done through the effective efforts of the section in general and more especially Mr. Reid. This satisfactory situation had not existed always, and, during his term of office, Mr. Manbert added that he hoped to supplement the good work of the retiring chairman.

Retail Lumbermen Will Meet in Toronto

The first annual meeting of the Ontario Retail Lumber Dealers' Association will be held in the King Edward Hotel, Toronto, on Tuesday, February 11th for the election of officers, the presentation of reports and the consideration of a number of post-war problems. The morning session will begin at 10 o'clock and the afternoon at 2 o'clock. On Monday, February 10th, there will be a general meeting of the Board of Directors, at which a full attendance is requested.

At the convention several important addresses will be delivered and aggressive action taken in a number of directions. President Thos. Patterson of Hamilton and the Secretary of the Association are working diligently to make the first annual gathering a distinct success. It will be remembered that a general meeting of retail dealers was held in Toronto during the progress of the Canadian National Exhibition, in September last, and was attended by over 100 visitors. At the forthcoming assembly, on February 11th, it is hoped that there will be an even larger attendance at matters of great importance will be considered. The delegates will be tendered a banquet by the wholesale lumbermen of Toronto in the evening and a most enjoyable and profitable time is anticipated.

It is particularly desirable that all retail lumbermen should make it a point to visit Toronto on Tuesday, February 11th, as there will be many topics discussed that affect the welfare and advancement of their interests in general. It is only a year ago that the O. R. L.D.A. was organized and during the past twelve months it has made substantial progress, the present membership being in the neighborhood of 140.

Retail Lumbermen Expect Good Building Year

Turnover During 1918 was Better Than Many Expected—Opinion Prevails That Lumber Values will be Maintained—How Costs Are Climbing

It is always interesting to review the operations of the past year and to take a look out over the new one. On the whole, during 1918, business was pretty fair with the retail lumbermen, while some report the largest turnover since the outbreak of the war. Reports received from various dealers of Ontario and Quebec and the Maritime provinces indicate that while there was no great activity in the building line, still from one source and another, considerable trade came their way. There was a good deal of work done in the way of repairs, alterations and additions, while special lines of war work and factory extensions afforded an outlet for much of the stock of the yard men.

The cost of doing business has naturally been ascending all the while, but the majority of retailers have been getting prices commensurate with the augmented expense of maintaining their yards, equipping them and serving the public in an efficient way. The outlook for 1919 is considered to be of bright character and the retail lumberman faces the coming season with confidence and the largest measure of satisfaction that he has felt since 1914. The prospects for building are exceptionally promising. There will be erected new houses in many industrial centres, repairs long neglected will have to be undertaken, farm buildings will require overhauling, new garages will be put up and it is believed there will be extensions of one kind and another that should make 1919 a banner year in local trade. There is not a gloomy note heard in any part of the country and the horizon, so far as it can be scanned at the present time, is clearing. Many retailers have been kind enough to express their views on the prospective situation and, out of a large number of letters received, the following representative opinions will be read with interest.

Scarcity of Steel Helped Timber Sales

Patterson & Crosthwaite of Hamilton, in regard to the activities of 1918, assert: "The demand for material for dwellings, stores, and office buildings has been very limited; in fact not 50 per cent. of the normal, and our trade has been very largely the result of extensions of factories, and certain lines of material used in their usual routine. The fact that we are a large manufacturing centre has probably made this a more conspicuous feature than in most cities. The scarcity of steel during the past year has also helped the timber sales materially and the wood sash has been in fair demand for factory purposes. Wood tanks for acid solutions and other purposes have been a conspicuous feature of our 1918 production.

"With regard to the stocks carried here we should judge they are about an average as compared with 1916 and 1917, but lighter than in previous years. The feeling that we retailers have is that we will not be able to buy anything coming out of the bush this winter at any reduction in price, nor do we anticipate any material advance.

"The closing year has been of a particularly trying nature owing largely to the unsettled condition of the labor market, and the fact that men were able to command such high wages on munition work has naturally produced a discontented condition which caused a great deal of friction and annoyance.

"The cost of production has materially increased, but fortunately the demand has been such that we have been able to command fair returns for what we have handled, and we hope that 1919 will produce less worries even should profits dwindle.

"Contractors have had a very good year and are meeting their bills promptly—in fact, better than for 1917. The outlook for the coming season is fairly bright but we expect that there will not be anything done that can be postponed in anticipation of an approximate resumption of normal prices."

Believes Lumber Will be at Premium

The Laberge Lumber Company of Sudbury, declare: "We have handled about the same quantity of material this year as we did last. There was not much repair work on account of the high cost of material. The mining companies built in the neighborhood of 100 houses, which kept the factories and the contractors quite busy. The stocks around this district are very small, and quite a few lines are not to be had at any price, so that we think lumber will be at a premium in the spring.

"We believe that it will cost us from 5 to 10 per cent. more to do business this year than it did last, on account of the high wages

we have to pay for our office staff, superintendent, foremen, etc. The prices that are obtaining for our various lines are about commensurate with the advancing cost. Payments are very satisfactory."

Conditions are Right for Good Steady Trade

J. B. Mackenzie, of Georgetown, Ont., states "As regards the volume of business done in 1918, compared with 1917, we find by comparison of our books that we have turned over as much, if not more, material than the previous year, and that our total, measured in dollars, is much more. We had three new factory buildings this season, and several new farm houses. A great deal of repair work had to be left over as we did not have the help to get it through. We have had no shortage of materials as we carried a heavy stock.

"Regarding the prospects for 1919, while nothing of a large nature is in sight, we have confidence that conditions are right in our community for a good, steady trade."

Expense of Doing Business Creeps Up

The Wm. Shirton Company of Dunnville, Ont., observe that trade with them during 1918 was not as large in volume as in 1917, falling off about twenty-five per cent. They add: "Building was light and repair work although probably a little heavier than the year before did not make up the difference. The outlook for 1919 is brighter although the continued high prices will prevent many people from building. Repair work will be quite heavy, as it will be necessary in many cases for this work to be no longer neglected.

"The expense of doing business in 1918 was considerably more than in previous years. Fuel, taxes, belting, machinery, wages, and, in fact, everything necessary for the carrying on of our plant advanced very materially during the year. We found it hard to keep step with our prices to offset the additional expense. We feel that we did not always get prices commensurate with advancing costs as we were satisfied that we would lose custom and "half a loaf is better than no loaf at all." The demand was not sufficient to warrant us getting a fair profit.

"The payment by our customers was well up to the average up to the last two months, when it has seemed difficult to collect. This is no doubt partly due to the influenza epidemic. Many of our customers have not been able to make their payments promptly on this account. Our stock is well filled as we anticipate a shortage of certain grades of lumber in the spring. We may be mistaken in this but we have been led to believe that this will be the case. We believe that prices will be fairly stationary and do not look for much change either way for, at least, the first six months of 1919."

Volume Was Ahead of Previous Year

The Ingleby-Taylor Co. of Brantford, say: "Business during the year 1918 has been very good with us and the volume considerably over that of 1917. There has not been a great deal of house building, but considerable repair work and factory extensions. We have not experienced any decided shortage in the grades of lumber which we require in our business and no doubt look for any noticeable advance in prices.

"We have found the expense of doing business materially increased during the past year but consider the prices which we are obtaining to be commensurate with costs thus far, and have no complaint regarding the way payments are being met by our customers.

"It would be difficult for us to state anything definite regarding the outlook in the building for 1919, but feel that with the number of good factories which have grown up here in the past few years, and with the present scarcity of dwelling houses, that building is bound to go ahead."

Thinks Prices Will be Very Firm

Harry Hazen, of Tillsonburg, Ont., observes: "In consideration of the ups and downs of the past season I don't think we should have any kick coming. Shipping, of course, has been slow, but I have been very fortunate by ordering ahead and managed to avoid delay to a certain extent. In spite of high prices of material and labor I have found my business gradually increasing.

"As to the future I must say that high prices are going to continue in all wood material. I had the pleasure of a trip up in our

Northern Ontario this fall and, visiting some of the principal mills, I was surprised to see so little dry stock on sale.

"Now, if our country moves ahead, which we are looking forward to, and our towns and cities start to build, that will mean material and a greater requisition than ever, to say nothing about our export trade. As supply and demand control the price of everything, what are we to look for but a firmer price than ever."

Expects Much More Business During the Coming Year

J. O. Chalifour, secretary of the Quebec City Retail Lumber Dealers' Association, writes: "There was very little building and repair work done in our city during 1918. If some retail dealers succeeded in doing the same amount of business as they did in 1917 it was through the efforts they made to get new business—by selling outside of the city and for other purposes than for house building. However, we hope for a large turnover in 1919. There was so little structural work carried on during the past year that one cannot easily expect any less during 1919. On the other hand, we have every reason to believe that there will be a good demand for residences owing to the return of our brave soldier boys. In not a few instances we have seen two or three families (with some of their members overseas) dwelling together in one tenement, and I would like to know how many young men, willing to get married, did not do so owing to the war? How many industries have been forced to reduce production on account of the shortage of labor? We have every hope that the retail lumber dealer can confidently look forward to more business during 1919.

"We are inclined to think that stocks are about the same as they were last year, but we are in no position to make any positive statement on this point. To our knowledge the present demand for lumber is smaller than it was at this date in 1918 and for that reason we are of the opinion that there may be a slight drop in prices. However, it is difficult to make any prediction until spring. The wholesaler should be the men to answer this question. He knows what he is going to offer and what he expects to sell as well as what stock he has on hand. We may add that the cost of doing a retail lumber business was last year heavier than the previous twelve months, but just what the percentage of increase is, we cannot tell at present, as our books are not finally made up yet. Collections from building contractors have been rather more difficult, but from other customers payments have been better than usual."

Does it Pay to Operate Planing Mill?

Mr. Chalifour touches upon a vital point in the retail lumber line when he inquires if retail dealers generally find it profitable or advantageous to operate a planing mill in connection with their business, and adds: "We do not have a mill and we find its absence at times, an expensive thing. It puts us under the obligation of buying our stock in the rough and, therefore, we have to pay more freight, more insurance, require more space, pay more taxes, etc.

If the retail lumberman could get all his milling done in transit or by the saw mill man or wholesaler from whom he buys his stock, it seems to us there would be entire satisfaction and we would prefer not to own and operate a planing mill. Sooner or later the planing mill will be part of the equipment and business of every saw-mill owner and wholesale lumber dealer, the same as generally exists in British Columbia, and if all mills adopted uniform standard sizes the change would prove a decided advantage to the trade. We believe that, as in other lines of business, the retail lumber dealer should be able to get all the stock that he requires finished and ready for sale. Then he would only have to have a warehouse and sheds. Just think how much would be saved in transportation charges alone in these days of high freight tariffs. How much less would it cost to have the stock of say, ten retail lumbermen milled at one plant rather than each having his own mill. This is a pertinent and important question to the live, retail lumber merchant and we would like to see an expression of opinion in your columns on the points which we have briefly outlined.

Scarcity of Houses in the North

A. J. Young of the Young Lumber Co., North Bay, Ont., says that the amount of business done during the past year was about the same as in 1917. A considerable quantity of material was used by the railways for the building of houses while the demands for timber from the mining section for shoring, stopeing, shafts, etc., was fair. Collections, on the whole, had been good. While it was too soon to make any predictions, Mr. Young added that there should be a good building season, as more houses are needed, not only at North Bay but at several other points. With the cost of getting out timber is as high as it is and the cut will be only about two-thirds of what it was last year, in the district, (or only about half of what it was in normal times—that was previous to the war)—he did not see how prices could come down. Replacement values had to be taken into consideration and, with increased demand and

shortened supply, he believed that present quotations would hold. The Young Co. are operating three camps this season, taking out about seventy-five per cent. birch and the remainder jack pine, much of which will go into railway ties.

Barrett Bros., of Ottawa, report that although their returns are not finally made up for 1918, they believe that they have done as much business as they did in 1917—in fact a little more. They state that they have endeavored to advance their prices sufficient to cover the increased cost of doing business. At the present time they add that it is not possible to give a definite opinion in regard to the building prospects for 1919 in Ottawa, but the prospects are auspicious.

How Eastern Firms Found Conditions

Although building business in 1918 was larger than in the preceding year, it was a long way below normal in Montreal. Lumber retailers naturally depend for the main portion of their business upon building operations, and it therefore follows that trade in 1918 was not brisk.

"In my opinion," said Mr. William Rutherford, of Wm. Rutherford & Sons Co., Limited, "we cannot expect people to start building houses while the high prices of material and labor obtain. Many are waiting for reductions in these prices. The past year was better than 1917, but it was still a poor year, owing to the lack of construction. So far as we are concerned our stocks are about normal. The question of supply and demand was a factor in the matter of price. Collections were fair."

Mr. J. G. Shearer, President and managing director of the James Shearer Co., Limited, declared: "Prospects for building depend as to whether the Government intends to go into the matter of industrial housing and public works of all descriptions. It is, I think, up to the Government to formulate a plan under which they would guarantee any loss by depreciation to those who are willing to build. I believe that the Government should adopt a scheme of industrial housing, through the municipalities, and arrange at the end, say, of five years, to make a thorough appraisal of the value of such houses erected under the scheme, and make good any depreciation which has occurred. There is little chance of people building now, owing to the high price of materials unless such scheme as I have suggested is carried out. Prices of lumber for 1919 will naturally depend upon the question of supply and demand; they should be higher, but it is impossible to foretell the conditions which will exist. Owing to the comparative paucity of building last year it was hard to get prices to correspond with the increased cost of doing business. Retail prices in Montreal have been practically wholesale market prices, and retailers were in a position to do business on these terms, as they were trading to a considerable extent on old stocks."

Mr. I. Dupre, of L. Villeneuve & Co., Limited, states: "I do not expect that the retail lumber business will show any appreciable improvement for several months, unless, of course, construction should increase. Prices of retail lumber will, I think, be about maintained; I certainly do not think they will decrease. Our stocks are light. The cost of doing business in 1918 increased, and although we obtained good prices for our lumber, they were not equivalent to the increased cost of carrying on business. Collections were fairly good."

Mr. Davis Discusses the Profit End

"Business during the past year with us has been about the same as the year before, owing to the operation of the shell box business," said Mr. Mayno Davis of the McAuliffe, Davis Lumber Co., Ottawa. As regarding stocks Mr. Davis added that he had sufficient on hand and, as a matter of fact, considered his yard stock a "very nice one," and better than during a corresponding period last year. "I think prices generally will stay as they are. Of course, some lines principally spruce, are weaker, but others, such as white pine, are growing stronger." The situation is just this, if you want anything you haven't got, you have to pay more money for it."

"Collections on the big accounts are good, but on the smaller account they are slow and have been so ever since the commencement of the war." As regarding the return of profit Mr. Davis points out that in doing business with forty dollar lumber in order to get the same percentage of profit it is necessary to sell twice the value as if one was dealing in twenty dollar stock. "You take twenty dollar lumber and sell it from twenty-six to twenty-eight dollars per M, and you make money. Take forty dollar stock and to make the same percentage you have to dispose of it at fifty-two or fifty-six dollars to get the same margin. It is a different proposition and when you turn it over with a profit of twelve or sixteen dollars the wholesaler thinks you are making a lot of money," concluded Mr. Davis.

Looking for Steady Improvement.

The Guelph Lumber Co., of Guelph, of which James Harrison is manager, remarks: "As to the trade possibilities in the district of Wellington county for the New Year, and also as to how 1918 business compared with the previous year, the general building trade was much

lower last year than 1917. Although there was a lack of new buildings, yet there was considerable repair work and small addition work going on all the time, both in the towns, cities, and farming district, and while we hope and look for an improvement this year, we can not see how it will be of a very decided nature.

"In conversation with many prospects we find that the feeling is people are looking for easier prices, if not immediately, then sometime during this year; consequently they will hold back and only do whatever is actually necessary.

"As to lumber stocks, most of the yards are carrying all that is necessary—for the volume of business that is offering. We do not anticipate any material change in prices in 1919, either up or down. When one considers that the product being marketed this year was produced at last year's costs, and while the number of men available are more numerous than last year, yet there does not appear to be any drop in the wage scale; so that looking at all points one can not reasonably expect very much change this year in present prices.

Regarding the expense of doing business, etc., it certainly has cost more in 1918 than formerly, and the retail prices have not kept pace with these extra expenses. Settlements have been good, and accounts have been cleared within a reasonable time. The outlook in this district is however most encouraging for steady growth, but we feel we will not get back to anything like normal conditions till 1920."

The volume of business transacted by George M. Mason, Ottawa, during the past year compared favorably with that done during 1917. "Business was fair," said Mr. Mason. "We have on hand, perhaps, a little more stock than we had a year ago. I think it is too early yet to predict what is going to happen in the future. At meetings of Associations we hear a lot of optimistic talk, but so far as I have been able to find it has not proved itself." Mr. Mason was strongly of the opinion that building would not show any great activity on account of the high cost of lumber and other building materials. Collections were reported as being very satisfactory.

Price Changes Kept Many Guessing.

The Ludam-Ainslie Lumber Co., of Leamington, Ont., report: "Business during the past year with us has been fully up to that of 1917. The various changes in the price of material and labor kept one guessing as to how to adjust prices. Of course, in our retail business, in dealing with the contractors, the price prevailing at the time the contract was made has to be maintained to the completion of the work, so it seemed necessary this year to always keep your stock fully up to cover your obligations. We do not know as to the outlook for 1919. There seems to be an optimistic feeling. The entry of the British Government into our market for a large amount of timber may materially affect the supply and price of same, so we are quite in the dark as to what this year of 1919 may bring forth. We wish that we were able to tell you, then we would be able to shape our own course.

Many Trade Restrictions Cancelled

Important cable dispatches have been received by Mr. G. T. Milne and Mr. F. W. Field, the British Trade Commissioners, at Montreal and Toronto respectively, from the Imperial Department of Overseas Trade in London, pointing out that since the armistice was signed many restrictions on commerce have been withdrawn, while in the case of those which remain, licenses are being granted much more freely than previously. Particulars regarding these relaxations will be published weekly in the "Board of Trade Journal," the official organ of the Imperial Government for notices regarding trade.

Orders placed during the war period now have good prospects of being executed and arrangements for new business should be made without delay.

The following relaxations in particular should be noted:

1. Permits to manufacture and Priority Certificates in connection therewith are no longer necessary.
2. Firms are at liberty to accept civil or commercial orders for immediate execution, thus freeing the engineering industry among others, for commercial work.
3. All the principal kinds of raw materials may now be used for the commercial manufacture of goods for export, but these raw materials themselves may not be exported in certain cases without licenses. Among those to which this conditions applies are the following: Aluminum, brass iron, nickel, steel, antimony, copper, lead, spelter or zinc, tin.

In general, restrictions on the export of manufactured goods have been removed, while they have been retained in the case of raw materials.

The following list indicates the most important items the export

of which was formerly prohibited to all countries, but are now permitted to be exported to any part of the British Empire:

Articles of aluminum, articles—manufactures of asbestos, belting, cotton—including belting impregnated with balata or rubber, bicycles—complete, bicycle tires and parts, boots and shoes (except children's with soles or uppers of leather), brooms, brushes (except tooth brushes), copper—and manufactures of—except wire, bars, plates, rods, sheets, tubes—galvanized sheets—corrugated or flat, grindstones, glass for optical instruments, hand tools for agriculture, hollow ware, domestic—of iron or steel plate, iron and steel rivets, nuts and screws, iron and steel wire cloth, incandescent mantles and rings, jute cordage and twine, padding and webbing, twist and piece goods, linoleum, magnesite and magnesite bricks, magnetos and parts, nails (wire), photographic materials, rubber manufactures—except surgical gloves—surgical bandages and dressings, steel sheets (black), tools (small), wagons and carts—and parts, wool and hair—manufactures of—not to include raw wool or yarns.

Certain factors will continue to hamper the export trade, notably (1) shortage of labor till the army is demobilized, (2) shortage of tonnage, (3) the need for reorganization of plant in certain industries before resuming normal work, but it is considered that the effect of these factors will diminish greatly in a few months.

Mr. Rose is After Portable House Business



A. G. Rose, Ottawa

A. G. Rose, who is Vice-Chairman of the Canadian Timber Products Association, which body recently held a meeting in Ottawa to consider the problem of export trade, is now in England with a view to securing orders and to survey carefully the ground. He will keep in close touch with the members of the Association. One particular feature which will be pushed will be landing contracts for portable or knock down houses from the British and French governments. Mr. Rose, who is well known to the lumber industry in Canada, has for many years been prominently identified with the firm of James Davidson's Sons, Ottawa, and is a director of the Ontario Retail Lumber Dealers Association, in the affairs of which he has always taken a deep interest.

The idea of his going to London and Paris is to be on the ground floor in case any orders for these ready cut houses are given out. He will also get in touch with Lloyd Harris of the Canadian Mission, who has an office in London, and will report back anything that occurs to F. P. Potvin, of Midland, Ont., secretary of the Canadian Timber Products Association, which embraces in its membership sixteen representative firms. It is estimated that the combined capacity of the factories interested in the production of portable houses, will be about two hundred per day. An aggregate order of ten thousand houses is the objective, and it is hoped to secure the business in big blocks. There are two types of houses being aimed at, and the number of feet in each house will be about 4,500. One type of house has two rooms, being put in at \$375; the other has three rooms and is being listed at \$415. The principal woods used in their construction will be spruce, pine and hemlock.

The Canadian Timber Products Association although only in existence a few months, is certainly losing no time in getting after export business and in the selection of Mr. Rose as their representative abroad, they have chosen a capable and aggressive man.

Death of Julius E. Waterous

Julius E. Waterous, one of the founders of the Waterous Engine Works Company, Limited, Brantford, passed away recently in that city in which he was one of the industrial leaders. He was connected as mechanical engineer and vice-president of the Waterous Company until he retired from active business in 1910. The late Mr. Waterous was 75 years of age and is survived by his wife and two sons, Reginald and Bertram, who have just returned from overseas. Mr. Waterous was connected with the installation of a number of waterworks plants in various cities in Ontario and was an outstanding figure in the development of the great industry bearing his name, which is so widely known in connection with sawmills, pulp and other lines of machinery.

Personal Paragraphs of Interest

R. E. Butler, of the R. E. Butler Lumber Company, Woodstock, Ont., who has been ill for some time, is able to be around again.

A. H. Campbell, of the Campbell-McLaurin Lumber Co., Montreal, was in Toronto recently on business.

J. P. Dupuis, president of J. P. Pupuis, Limited, Montreal, has left for a trip to the South, for the benefit of his health.

R. F. Carter, of the Fesserton Timber Co., Toronto, who has been ill with influenza and pneumonia for some time, is now convalescent.

Mr. Kaye, representing Smith, Fassett & Co., North Tonawanda, N.Y., was in Toronto recently calling upon the trade.

J. L. Campbell, of Campbell, Walsh & Paynes, Toronto, has returned after spending some time at Atlantic City for the benefit of his health, which is much improved.

R. Halliday, late chief clerk in the office of M. H. Brown, district freight agent, C. P. R., Toronto, has taken a position with the R. Laidlaw Lumber Company, as assistant to A. E. Eckardt.

R. B. Elgie, of the Elgie and Jarvis Lumber Co., Toronto, who was in New York for some time undergoing medical treatment, has returned home. He is feeling much better and is able to be at his desk once more.

W. H. Harris, of Toronto, left recently to attend the Ohio convention of the yellow pine wholesalers in Cincinnati, and will spend some time at the Harris-Brooks Lumber Company's mills at High Point, Miss.

Samuel McBride, wholesale lumber dealer, Toronto, who was an alderman for several years and in 1918 was elected a Controller, was at the recent municipal elections again returned as a member of that body, standing fourth on the list in a field of seven candidates.

J. W. Harding, of E. M. Nicholson & Co., wholesale lumber dealers and exporters, Board of Trade, Montreal, has returned from the front. He was a voluntary worker for the British Red Cross, driving an ambulance wagon. Mr. Harding was away for eight months.

M. E. Casey, who has been for ten years the sales agent in the Montreal district of the P. B. Yates Machine Co., of Hamilton, Ont., and Beloit, Wis., will in future represent the company in Eastern Ontario, Quebec, Maritime Provinces and Newfoundland, doing business in his own name at 263 St. James Street, Montreal. Mr. Casey will also represent other Canadian and United States manufacturers in iron and woodworking machinery and supplies.

Capt. Arthur W. Grafftey, the son of W. K. Grafftey, of the Montreal Lumber Co., Limited, has been awarded the Military Cross. He was wounded at Courcellette in September, 1916, and after returning to Canada on convalescent leave, joined his battalion in France in July, 1917, when he was promoted to a Captaincy and given command of "D" Company of the 42nd Battalion. He was the first British officer to enter Mons, some hours before the Armistice was signed.

Frank W. Gordon, of Vancouver, Western representative of Terry & Gordon, spent a few weeks in Toronto recently with his brother, A. E. Gordon, and left for the West recently in company with H. J. Terry, who will visit many of the company's connections in the Pacific coast province. Mr. F. W. Gordon reports that the majority of the mills on the Pacific coast are closed down at the present time and have been busy taking inventories, but that they are all looking forward to an active season during 1919 and confidently expect that a big export business will be developed.

N. L. Smith, late of Guelph, has been appointed assistant manager of the Riverdale Lumber Company, Queen Street East, Toronto, succeeding Hugh Brennen, who passed away on November 1st last. Mr. Smith is an experienced lumber salesman and is thoroughly familiar with the merchandising methods, having been with the Wm. Laking Lumber Company for fourteen years and covering the larger part of Ontario, west of Toronto. He has been temporarily in charge of the Riverdale Lumber Company during the past few weeks, but has now been permanently appointed. His work in Western Ontario is being looked after by George Kinnon, of the Wm. Laking Lumber Co.

Sir Douglas Cameron, of Winnipeg, who is a member of the executive of the Canadian Lumbermen's Association, and a leading figure in Pacific Coast timber operations, spent a few days in Toronto recently on his return from New York to the West. Sir Douglas is the provisional president of the Returned Soldiers' Co-operative Lumber Company, which is being incorporated and has for its object the launching of returned men in the lumber business in B. C. He reports that good progress is being made in the work, but, of course, the scheme is a large one and its consummation cannot be effected for a considerable time. Mr. Thomas Meredith is at present in England on matters connected with the great enterprise. Sir Douglas is looking for a large export timber trade from B. C. during the coming year and was particularly gratified to learn through the newspapers that Great Britain had placed such a large order for Canadian wood products.

His two sons have been overseas for a long time, the younger returning a few weeks ago after serving on the R. A. F., latterly as an instructor. The other boy, who is with the artillery in France, is now with the Army of Occupation and may remain abroad indefinitely.

Has Spent Forty Years in Lumber Business

Harry Pedwell, Reeve of Thornbury, is Public Spirited Citizen Who Has Done Much For the Community



Harry Pedwell, Thornbury, Ont.

Harry Pedwell, who for nearly forty years has been connected with the lumber and saw mill business in Grey County, and resides in Thornbury, was in Toronto on a visit when the nomination of municipal candidates for the year 1919 took place. He was re-elected Reeve of the village by acclamation which shows that the office sought the man and not the man the office. This will make his third term in the chair, although he has been identified with the council for a long period, being a "town-father" when Thornbury was incorporated. Mr. Pedwell has never been defeated in a contest with the exception of one, which was a long while ago. He has had an interesting and successful career and was born in Wales in the district in which Lloyd George, the famous British

statesman, was brought up. Coming to America as a young man, he had a dime left in his pocket when he landed, but was not long in finding a job. After spending some months in the United States, he located in Collingwood, following for a considerable time the trade of machinist blacksmith. He then moved to Thornbury, which is 28 miles from Owen Sound and 14 miles from Collingwood. There he operated a blacksmith and carriage shop, which he subsequently traded for a saw mill, which he conducted for many years. He also ran mills at Owen Sound and in Keppel township, and cut up large quantities of hard woods, such as maple, elm and basswood. At Thornbury white pine was at first converted into lumber and then attention was devoted to other timber. A large proportion of the stock was secured at Tiny Beach, on Georgian Bay and towed across to Thornbury. Mr. Pedwell also owned limits in the Bruce Peninsula, and during some seasons cut as high as five and six million feet. When the limits gave out the mill was removed to the country and finally dismantled. Mr. Pedwell has, however, always conducted a retail lumber yard in Thornbury and has a successful one to this day.

The wholesale end of the business was taken over by the Pedwell Hardwood Lumber Co., and eventually removed to Toronto.

Mr. Pedwell is a public spirited citizen, and devotes much time and attention to the welfare and progress of the community in which he resides. His patriotic efforts during the war, and the fuel famine of 1918 will not soon be forgotten. To the first man who enlisted with the 148th (Grey County) Battalion he gave a present of one hundred dollars and to every one who joined subsequently, he personally donated a five dollar gold piece. He also secured coal for Thornbury when the stock ran out last winter and took an active part in the Victory Bond and recruiting campaigns. Mr. Pedwell is a prominent member of the Masonic order, and some years ago was an enthusiastic curier.

Although nearing the three score and ten mark he is enjoying excellent health and is active as ever in forwarding the interests of the place in which he owns a very comfortable home. Three sons are engaged in the lumber business in various parts of Ontario.

Who Can Supply This Bill of Timber?

There has been received at the office of Fred W. Field, British Trade Commissioner, Confederation Life Building, Toronto, on inquiry from Egypt for the following timber:

Pitch or Oregon Pine, 103,717 cubic feet;
Hickory, 7,330 pieces;
Pines (Beams) 468 cubic feet;
Mahogany, 4,214 cubic feet;
Satin Walnut, 350 cubic feet.

The different dimensions and detailed list will be made known to any one making inquiry, all prices to be f.o.b. port of shipment. Mr. G. T. Milne, H. M. Trade Commissioner, 367 Beaver Hall Square, Montreal, or Mr. F. W. Field, H. M. Trade Commissioner, 257 Confederation Life Building, Toronto, will supply the name and address

Lumbermen Who Make Provincial Laws

Representatives in Legislative Assemblies of New Brunswick and Nova Scotia Who Mould Public Opinion and Handle Products of the Forest

The "Canada Lumberman" in a recent issue had the pleasure of presenting its readers with a group portrait of the lumbermen legislators of the Province of Ontario. This was the first of a series which will appear, covering the industry from coast to coast. In the December 15th issue there was featured the pictures of the representatives of the people in the Maritime Provinces who follow the calling as manufacturers, wholesalers or retail dealers.

A short reference to the business and public activities of these gentlemen will be read with much interest considering that they are well and worthily known, not only to their constituents, but to the industry as a whole. The majority of them have spent many years in the calling in which they have achieved a large measure of success, and at the same time they have found it possible to devote much thought and attention to the interests and welfare of the people. Public spirit is an admirable quality in any citizen and when it manifests itself so strongly among the followers of any trade as it does in the ranks of the lumbermen, reference is of more than a passing interest. Several of these gentlemen have attained the status of Cabinet Ministers or Speakers of the Legislature, and enjoy the confidence and esteem of a wide circle of friends.

In New Brunswick Hon. E. A. Smith is Minister of Lands and Mines. Hon. Wm. Currie is the Speaker of the Legislative Assembly, and the lumbermen members of that chamber are Hon. John P. Burchill, former Speaker, Thos. B. Carson, John L. Peck, Jas. K. Pinder, Geo. H. King, B. F. Smith, W. S. Sutton and John A. Young.

In Nova Scotia, Hon. Fulton J. Logan is a member of the Legislative Council, while Hon. Robert M. MacGregor is a member of the Executive Council without portfolio. Rufus S. Carter, who represents the historic county of Cumberland, in the local house, is also a well known lumberman.

Hon. E. A. Smith, is a lumberman, a dentist, a general merchant, and a cabinet minister. He holds the portfolio of Lands and Mines, and since entering upon his duties in that responsible position, has inaugurated several progressive moves, including the Forest Act and the Forest Fires Act, which were passed last session. The new policy of the sale of timber licenses on a stumpage basis instead of a mileage was inaugurated by him. Other important matters successfully carried out by the head of the Lands and Mines Department are the new timber regulations of the province, the details of which were fully set forth in the September 1st issue of the "Canada Lumberman." Born in Shediac, N. B., in 1864, Hon. Mr. Smith, or "Doctor," as he is familiarly known to his friends, was educated in a private school at Charlottetown, P. E. I. He obtained the degree of Doctor of Dental Surgery from the Pennsylvania Dental College. Hon. Mr. Smith occupied the mayor's chair in Shediac for two years. A Liberal in politics, he has been a member of the Legislative Assembly for some three years and has pushed his way steadily to the front by reason of his energy, ability and administrative capacity.

Hon. Wm. Currie, Speaker of the New Brunswick Legislative Assembly, over which body he has presided with distinction and acceptance since May, 1917, is a leading figure in the lumber arena. He is vice-president and manager of the Continental Lumber Company, of River Charlo, who manufacture dimension timber, lumber, cedar shingles and railway ties. Hon. Mr. Currie has been a member of the Legislative Assembly for many years, representing Restigouche county. He was first elected in 1907 and again in 1908, occupying the seat until 1912. Five years later he was once more returned at the general election. Politically he is a Liberal and in religion a prominent member of the Presbyterian church. He is identified with a number of fraternal societies and is a public spirited and highly esteemed public servant and a capable business man.

Hon. John P. Burchill is a member of the firm of George Burchill & Sons, lumber and general merchants, South Nelson, Miramichi. He is president of the Miramichi Steam Navigation Co. and the North West Boom Co. Previous to entering upon parliamentary life, he was a member of the Northumberland Municipal Council for several years and also warden of the county. He is the hero of no less than ten political fights, in eight of which he has emerged triumphantly. Mr. Burchill who was Speaker of the Legislature from 1892 to 1899 is a native of the province, being born in 1855, and is the broad-minded and enterprising representative of Northumberland county.

Thos. B. Carson hails from St. John County and celebrated his fiftieth birthday a few years ago, by being elected a member of the New Brunswick Legislature in the Conservative interests. He was returned in 1917, but previous to entering upon his legislative career he was warden of St. John municipality for two years, and is still a member of the council. He is a lumberman, a contractor and a builder, with a wide circle of friends and enjoys the confidence of his associates. Mr. Carson resides in West Quaco.

John L. Peck, who resides in Hillsboro, N. B., is a director of the Albert Lumber Company, Hillsboro, where he has extensive business interests. He is a member of the Lewis Peck Company, general merchants, and is a Conservative in politics. Mr. Peck was born in 1857, at Hopewell Hill, N. B., and in addition to his interests in lumbering, woodworking and mercantile lines, he is engaged in banking. His first political fight was in 1897, when he was an unsuccessful candidate, but he was returned in February, 1907, after a spirited contest. Of the four candidates the highest man received 984 votes and the lowest 903. Mr. Peck stood second, with 967. It is most unusual to see four aspirants for public office come within 81 votes between the highest and the lowest. Mr. Peck represents Albert county.

George Herbert King, who represents Queens County, is a son of Hon. George Gerald King, who has been a member of the Canadian Senate since 1896. Senator King is now in his 82nd year, but is enjoying excellent health, returning recently from a long trip to the West, going as far North as Skagway, Alaska. His son George Herbert King, was returned to the New Brunswick Legislature in 1917. He is associated with his father in the King Lumber Company, of Chipman, which organization manufacture pine, spruce, hardwood lumber, as well as lath, shingles, sheathing, etc., and are dealers in general merchandise. They have built up a large and extensive business and have always been warm supporters of the Liberal party, being well spoken of by a wide circle of friends.

Jas. K. Pinder is the Conservative member for York, and during his youth went to Fredericton to serve as an apprentice at carpentry and building with Alex. Mitchell, a noted carpenter in those days. Mr. Pinder continued to reside in the Capital city of the province for sixteen years and in 1871 removed to Temperance Vale. He established a lumber and milling business in which he has ever since been engaged. Temperance Vale is located in the parish of Southampton, and for nineteen years Mr. Pinder occupied a seat in York County Council and was also warden of the municipality. He was first elected to the Legislative Assembly in 1892, and among the candidates on the opposing ticket who went down to defeat were the late Hon. A. G. Blair, then premier of New Brunswick and three of his colleagues. Mr. Pinder was re-elected three years later, but was unsuccessful in 1898. However, he got back into public life in 1908, and he was returned in 1912 and 1917. Mr. Pinder is president of the Southampton Railway Company.

Benjamin F. Smith is a successful lumber and produce merchant and started his business career very early. He believes that persistency wins in any good cause and was a candidate in several campaigns before being elected for the constituency of Carleton, in 1915. Mr. Smith resides in East Florenceville and his ancestors were the descendants of the United Empire Loyalists. He is a Conservative in politics and a Baptist in religion, and his natal spot is Jacksonville, N. B., where he was born in 1865.

Wm. S. Sutton, like many other New Brunswick legislators, served an apprenticeship in municipal circles before entering the higher arena of activity. He was a member of the Council of Woodstock for two years and mayor of the town in 1915 and 1916. He was first elected to the Legislature in September, 1916, for the county of Carleton, in the Conservative interests, his colleague being Benjamin F. Smith. Mr. Sutton has resided all his life in Woodstock, where he is manager of the Woodstock Woodworking Company, and also connected with the Woodstock Foundry Company. The Woodstock Woodworking Company manufacture doors, sash, mouldings, flooring, school desks, church pews and building material of all kinds and carry large stocks of quartered oak, white wood, cypress, hard pine and other native

woods. The slogan of the firm is "We can sell in competition with any firm in Canada."

Hon. Fulton J. Logan, member of the Legislative Council of Nova Scotia, has been identified with the lumber business for many years. A former member of the Legislative Assembly he was appointed to the Legislative Council in May, 1916. He is a Liberal in politics, and has always been a public-spirited and influential representative. Hon. Mr. Logan was born in 1857, in Colchester County, and is of Scotch and English extraction. His home is at Musquodoboit.

John A. Young, of Taymouth, N. B., follows the vocation of a lumberman and a farmer. He has been interested in the lumbering business all his life and owns and operates at Taymouth a mill with an output of about 1,000,000 feet a year. The greater part of this timber is taken off his own lands some of which are freehold and the remainder held under lease by the Crown. The timber is cut and hauled to the mill during the winter and the same is sawn at once and piled in yards for drying. The mill is operated only during the cold weather months. Mr. Young was first elected a member of the Legislative Assembly in 1908, in the Conservative cause, and was returned in 1912 and 1917. He was born at Taymouth, in 1854, and is a life long, progressive citizen of that place, who engages in farming extensively.

Hon. Robt. M. MacGregor is a son of the late Jas. D. MacGregor, a former Lieut.-Governor of Nova Scotia. First returned as a member for Richibucto, in 1904, he has been successful in every subsequent contest. Mr. MacGregor is a member of the Executive Council in Nova Scotia without portfolio, being appointed in 1911. A Liberal in politics and a Presbyterian in religion, the subject of this brief reference resides in New Glasgow and is 43 years old. He is a member of the firm of J. D. & P. A. MacGregor, Limited, lumber merchants, and has other extensive business interests, to which he devotes close attention and under his able guidance they are growing and successful.

Rufus S. Carter represents the historic county of Cumberland, so long associated with the political battles of the late Sir Chas. Tupper, who became known throughout Canada as the "Cumberland War Horse." Mr. Carter is both a lumberman and a farmer; and was elected to the Municipal Council previous to becoming a member of the Legislature, being first returned to the latter body in 1911, and again in 1916. Mr. Carter has had a rather interesting career, and took an active interest in the 93rd Regiment, retiring with the rank of captain. He also served as a Commissioner to the Maritime Winter Fair for three years, and was a member of the Canadian Bisley Rifle Team in 1897, and attended the late Queen Victoria's Diamond Jubilee. He is fond of curling and his family is one of a long and honorable descent.

Big Lumber Negotiations Are Under Way

A leading exponent of the timber trade of the Dominion, who is now in London, England, writing to the "Canada Lumberman," under date of December 6th, says: "We have had some stirring times in London since the armistice was signed. Some of the French vivacity has apparently permeated the life of the usually staid English people, and scenes of great rejoicing in the streets and restaurants have been of daily occurrence. There is really nothing much to tell you of the lumber situation. All importations and distributions are still under the British government controller and how long such control will continue no one seems to know. The war evidently stopped some few months sooner than was generally expected and then this country has been in the throes of a general election. These things all help to delay prompt decisions in big matters, but we are extremely hopeful of the outlook so far as Canadian timber is concerned. Negotiations for big trade are under way but definite decrees have not yet been reached, and may not be for some time."

National Method of Forest Matters

Ellwood Wilson, chief forester of the Laurentide Company, Grandmere, Que., thinks it is high time that the Dominion took some effective steps in a national method of forest utilization and production. He hopes that the people of Canada are not so shortsighted or so foolish as to leave this important matter until it is too late and will not wait to shut up and lock the stable door after the horse has been stolen.

In a recent letter in the press the following, which will be read with interest appears:

Some time ago a very interesting discussion took place in respect to the supplies of spruce in the eastern part of Canada. This discussion being started by some statements which were made by Mr. William Little, who, from his long experience in the lumber business, is well qualified to make the statements that he does. In this con-

nection a letter has been received at the office of the Canadian Pulp and Paper Association from Mr. Wilson, in which he says:

"As far as the acceptable timber supplies of Eastern Canada are concerned, I am only in a position to speak from the deductions which I am able to make.

"In regard to Quebec, however, I am better posted, and in regard to the valley of the St. Maurice River, which is a fair sample of Eastern Quebec timber, of the best class, I should say that at the present rate of consumption, there is enough pulpwood standing to last between 35 and 40 years. The consumption has, however, been increasing by leaps and bounds; in the past five years it has increased nearly 200 per cent. Of course, at any such rate of increase in the future, our supplies would be correspondingly decreased.

"The situation for the future is certainly serious enough to one with which I have been familiar since my first coming into the Canadian woods, and it was at my instigation that Dr. Howe and the Commission of Conservation commenced their work.

"The situation for the future is certainly serious enough to cause us to examine into the matter very carefully, and to commence to take steps which will look toward the perpetuation of our pulpwood supply.

Lumber Merchant Now Mayor of Brandon



A. R. McDiarmid, Brandon, Man.

A. R. McDiarmid, who was recently elected Mayor of Brandon, Man., on the business men's ticket, is a widely known lumberman, being a member of the firm of McDiarmid and Clark, Limited, retail lumber merchants. This firm also conduct a sash and door factory, doing a wholesale business and during the past few years have built up an extensive connection. Previous to his recent victory at the polls, Mr. McDiarmid had never entered municipal life, but the Board of Trade of the Wheat City decided that aggressive and efficient management of civic affairs was necessary and nominated Mr. McDiarmid for the Mayorly and several others as members of the Council. In a lively contest the Board of Trade representatives came out ahead, winning by satisfactory majorities. Mr. McDiarmid accompanied by his wife and little daughter, spent several weeks in Toronto recently with his brother-in-law, Mr. Hugh A. Rose, representative of Mason, Gordon & Co., and also with Mrs. McDiarmid's parents, Mr. and Mrs. M. W. Burr, of Guelph. While in the east, Mayor McDiarmid met a large number of the members of the lumber industry, who warmly congratulated him on his recent victory.

Co-operation with the Forest Service and the National Bureau of Census in securing a comprehensive census of the forest resources of the United States, is to be undertaken shortly by the National Lumber Manufacturers' Association, it was announced by Wilson Compton, Secretary-Manager. Recently Dr. Compton was authorized at a meeting of the Board of Directors of the Association, to submit the matter to the presidents and secretaries of the various regional associations affiliated with the National body. Dr. Compton said the proposition had been most favorable received, and that immediate plans would be made to get representatives of the association in touch with Census Bureau officials. Provision for expenses of such co-operation has been made.

Unless Lt.-Col. W. A. Bishop, the world's premier airman, misses his guess, folks will be travelling from Ottawa to Toronto, Montreal and other Canadian cities via aerial routes within a year—making the trips in a fraction of the time now required, and with the addition of no greater risk than they take when covering the distance by the more commonplace method provided by the railways. The famous Canadian aviator is enthusiastic respecting the commercial possibilities of the airplane, and eagerly looks forward to the day when the Dominion will have its regular service from city to city.

"Safe? It's as safe as a church. Under present conditions, no danger attaches to flying. However, I think a number of changes will have to be made in the adapting of airplanes for commercial use; I do not think conversion of war machines will prove successful."

Supply What is Wanted in the Way it is Wanted

This is How Foreign Business in Wood Products can be Developed—Conditions Abroad Must Be Studied and Every Effort Put Forth to Meet Them

A comprehensive and logical review of the present situation and business outlook, so far as lumber and timber are concerned, has been received from a well known authority in Tacoma, Wash., by Hugh A. Rose, of Toronto, representing Mason, Gordon and Co., Montreal. The writer states that, during the period of the participation of the United States in the war, and particularly during all of 1918, up to the time of the signing of the armistice, the whole fir industry was under embargo by the government, by which is meant that the entire product of the mills was under option of the U. S. federal authorities. This provided that all lumber cut at the mills should be assigned to government uses so far as it could be made to apply, which uses were principally for cantonment building, airplane stock, ship timbers and all other items entering into wooden ship construction. Every order, which any of the mills took during that time for a commercial customer, had to be passed upon by the government embargo office and released from that option. That made business difficult to do and the result was that the mills were not looking for commercial business.

The writer continues: When about the first of November the end of the war seemed to be in sight, I made the comment to some of my associates that I thought the busiest thing that the mill men would be doing for the next two weeks would be acknowledging cancellation of orders. It turned out just that way, and that mill has the least office work to do which had the fewest orders, and thereby the fewest letters to write. Apparently with a sweep of the hand the Government rubbed everything off the book. There is no complaint, whatever, about that; we are all so glad that the war is over that we accept the consequences with resignation and complete satisfaction. It is the same with the entire industry.

Much Equipment Left in the Bush

If you could be out here in the West and see some of the debris lying around after the chief of cancellations has gotten through, you would be surprised and thunderstruck. Millions and millions of dollars are dead in this district. They cover logging equipment of every kind and in almost inconceivable quantity; logging railroads in various stages of completion, built into the timber with no other thought than to get the best stock quickly and regardless of expense; and other millions in lumber of various kinds lying around at the mills, which was a by-product from the main endeavor to get the maximum quantity of the stock wanted by the government. It will take many months to adjust the mill, machinery and allied industries in this district.

We had a lot of business cancelled and only enough was left to us to keep our organization together and to continue business during the transition period.

However, the outlook is not hopeless, but far from it. We believe that as soon as the country gets itself together and heads toward an era of peace instead of war, we shall have commercial business in far larger volume than ever before. Buyers are now hesitating for several reasons. In the first place, there is usually very little building at this season of the year in the territories to which we ship, the exception being in the southern climates where building can be conducted at all seasons. But I feel that the principal reason for hesitancy is the uncertainty about prices. Dealers do not want to order stocks forward now until after the inventory time, and building projects will be held up until capital sees which way "the cat is going to jump." That is perfectly natural and we could hardly expect anything else. Owing to the tremendous stocks of common dimension lumber at the mills, which is part of the accumulation of side lumber to which I referred before as a by-product of the government frenzy to get their timber needs, common lumber has softened somewhat. Clear lumber is very strong and I do not look for a corresponding decline. Furthermore, the stocks of common dimensions are not so large, but that a few weeks of commercial buying on no larger scale than we have seen in many recent years would quickly absorb it. The whole situation then is strictly psychological as I view it.

Value of Lumber Cannot Recede

What is most compelling in my optimism for the future, however, is that in a large way prices of lumber and lumber products cannot go lower until costs are reduced. The market on prime logs is \$20.00 per thousand, which is double the cost of a few years ago,

and the same can be said of labor. Other items of cost, which are important in themselves, machinery, logging equipment, supplies, and everything else are in the same relation or worse. There is a feeling among the large employers that labor should not be reduced in wage until the cost of living goes down, and so you move around in a circle. If buying does not begin, then the only readjustment can come after a complete shut down and a demoralization in prices of logs, materials, living and labor. I do not look for that, but rather am inclined to think that there is going to be a tremendous foreign demand for reconstruction in the devastated sections of Europe.

In the period of transition, therefore, there may be some slight softening in prices, but the spring will see present prices affirmed or made higher. Recently in Chicago, there was a meeting of the National Lumber Manufacturers Association and I am taking the liberty of sending you a letter containing a comprehensive report of the proceedings as it contains some valuable information. Here are some of the extracts: General Marshall of the Construction Division of the Quartermaster General's Department, stated their governmental statistics recorded that there was no mill or yard stocks of lumber in the United States; that labor disorganization was so great in the milling sections it will require some time before normal operations or pre war operations can be hoped for and this will have the effect of keeping down retail yard stocks; that two million doors were used by Uncle Sam since April 5, 1917, requiring 6,528 freight cars to transport the doors and other mill work used; that over one billion feet of lumber had been used by Uncle Sam in cantonment and like work since April 5, 1917.

The Foreign Trade Will be Enormous

The President of one of the largest and strongest financial institutions in Chicago said in part: Do not get discouraged over what seems to be a depression; it is merely a lull in the natural course of events in changing from a war basis to a peace basis. Prices will not go down—do not cut prices. Foreign trade for this country will be enormous, but we must know foreign trade conditions and do business their way just as had England, Germany, France and other great exporting countries. We must make a careful and thorough survey of foreign requirements, credits, etc., and supply what is wanted in the way that it is wanted. When asked if he would extend credits to foreign countries on commercial projects, the speaker said: "No, because I do not know their ways of doing business. He further remarked: Raw materials are the same as legal tender when we consider the supply and demand of to-day; that more than one-third of the world's gold supply is now in the United States; that in all probability the readjustment period will extend over three or four months, and then we shall begin to realize our aims; that labor wages will go down very slowly and not at all until those commodities contributing to the cost of high living have been reduced in price, and that was not now in sight; that banking institutions would lend all the money necessary to carry on the commerce of the country in the new era upon which we are about to enter and there will be no money shortage. There is not enough material of any kind to supply the entire world even if it could be distributed to the world.

Impetus in Building Will be Far Flung

The following interesting statistics were also given by a member of the War Industries Board. From September 5, 1918, to November 11, 1918, the Board issued permits for buildings in Chicago, aggregating \$13,000, and for the whole of the United States, but \$6,000,000. An order had been issued withdrawing without reservation all building restrictions in America. Chicago had now in contemplation over one hundred million dollars worth of buildings of various kinds, largely, however, factory and industrial projects. Undelivered orders for ship timbers for the Emergency Fleet Corporation aggregated somewhat in excess of one hundred and seventy million feet, board measure, and shipbuilding would likely go on for some time; that the government would not dump their logs or unused lumber on the open market and demoralize price conditions, but would hold the stock indefinitely if necessary to avert a price break.

It was also stated that railroads were four years behind with improvements and extensions and must go ahead with their work; that out of the sum set aside by the U. S. Government for railroads 596 millions of dollars has not been spent, but this sum will be spent from now on and beginning at once. This is highly significant to us

as while we might not be getting out car and railroad materials, the more work of this character and the greater the demand upon the yellow pine districts, the greater the demand upon the Coast mills not engaged on like work for yard stock.

Nothing to be Gained by Price Cutting

The farmers all over the country have plenty of money, in fact more than ever before and prosperity is assured in a commercial sense. It is said that Russia formerly exported to England about fifty per cent. of the lumber needs of England and that Canada and the United States will get now practically all of Russia's former percentage of export of lumber to Great Britain; that it would be twenty years before France can replenish her forests and that foreign governments would likely transact all their business in foreign lumber buying, instead of it being done by, with, and through individual concerns, and that there will be a scarcity of ships for some time to come. It was predicted by big operators that lumber prices would go up, and that none of the manufacturers present should run home and just because they did not get all the orders that they wanted in a few weeks, start cutting prices and demoralizing the market. It is a known fact that the lumber industry is not now getting as much for their products as they are entitled to and absolutely need. It will require several months before we get our bearings and during that time we must reshape our affairs and undergo the change from war operations to peace operations. All retail lumbermen are confident that a big building season is ahead and the outlook in regard as excellent. Most men in the industry are optimistic and believe there are good times in store and at a date not far distant.

Wood Testing Laboratory Begins Operations

The new Wood Testing Laboratory of British Columbia is now in operation and much interest has been aroused in its work. For many years lumbermen and woodworkers of the Pacific Coast Province had dreamed of such a convenience, but, at last it has become a reality. The Laboratory is housed in a specially constructed building at the University of British Columbia, in which there is also the recently formed forestry class for returned soldiers. L. L. Brown is



Woodworking shop in connection with the B. C. Wood-Testing Laboratory

in charge of the work. He is a former member of the wood testing staff at McGill University, Montreal, and after the war broke out went overseas as a lieutenant in the tunnelling corps. He received his discharge after two years' service in July last. His assistants are W. J. Johnson, of Toronto University, J. A. Carson, of McGill University, Montreal, W. Templeton, late of R.N.A.S., and others. As it was felt desirable to test aeroplane spruce on the spot, the Laboratory was primarily established as a war measure. As the Laboratory in McGill has almost been depleted of help, owing to the war, an arrangement was made to ship its entire equipment to the Coast; otherwise it would have taken many months to secure new machines, and it was felt that the activity of the Eastern Laboratory could better be held up temporarily. Mr. Brown has been testing Sitka spruce for aeroplane purposes, but now that the war is over, it is possible that this will not be continued. If it is decided, however, to discontinue the test of this wood, the Laboratory will make a comprehensive study of Douglas fir in structural dimensions.

The nature of the wood tests made at the Laboratory are very

interesting and cover bending, impact bending, compression parallel to grain, compression perpendicular to grain, hardness, shearing parallel to grain, cleavage, tension perpendicular to grain, etc.

In the accompanying illustration, showing the interior of the woodworking shop, in connection with the B. C. Wood Testing Laboratory, the Olsen Universal Testing Machine is seen. About a year ago some small, clear specimens of Douglas fir were tested in the Laboratory of Montreal, and the results were issued in bulletin form. The Vancouver Laboratory proposes, as stated, to continue the work by testing Douglas fir in structural dimensions as the fir is the most important tree growing in the forests of B. C.

Wood Preserving Conference at St. Louis

The 15th annual meeting of the American Wood Preservers' Association will be held at the Hotel Statler, in St. Louis, Mo., on Tuesday and Wednesday, January 28th and 29th. A most interesting programme has been prepared. A. R. Joyce is acting president of the association and F. J. Angier is secretary treasurer. It is expected that there will be a large attendance as the 1919 convention will be given over to the consideration of new projects which have been brought about in the wood preserving industry owing to the war. The strife in Europe disorganized ocean shipping to such an extent that the supply of creosote was curtailed and this forced the substitution of other preservatives. Uniform specifications and centralized purchasing of cross ties made necessary radical readjustments in this industry. These are the problems which have to be faced and the association hopes that everyone whether connected with a railway or a commercial treating plant, or in any way engaged in the production of preservatives, ties or lumber, will make it a point to be present and contribute their ideas as well as receive the benefit of others. Not only will several valuable and instructive committee reports be presented, but timely and helpful papers will be read on the creosote oil situation, the zinc chloride situation, the development of uniform practices in procuring and preserving cross-ties, etc.

Annual Reunion of Wholesale Lumber Staff

The annual dinner of the staff of Terry and Gordon, wholesale lumber dealers, Toronto, was held at the Queen's Hotel on Friday, January 3rd, and is an event always looked forward to with interest. After a full measure of justice had been done to the many good things provided, a few pleasant hours were spent. H. J. Terry presided and those present were A. E. Gordon, A. E. Cates, Clark Allen, L. M. Dougherty, R. A. Watt and L. J. Linton, of Toronto; Frank W. Gordon, of Vancouver, Western representative, and W. C. Thuerck, of Haileybury, northern representative. A general discussion took place with regard to results of the past year's and the prospects for 1919. It was reported that the firm had during 1918 closed the most successful and satisfactory volume of business in their history and looked forward with confidence to still greater returns during the coming twelve months. All those present made timely and interesting speeches in which a number of valuable suggestions were presented for further perfecting the system and service of this enterprising firm.

Budget of Briefs From Ottawa

During the second week of January the Ottawa lumber trade learned of an embargo being placed on the New York Central lines to the Atlantic piers, at Boston, New York, Hoboken, and Jersey City. It was believed that the great amount of American War material gathered at these ports had become so great as to cause congestion. As very few shipments were going forward over the N.Y.C. from Ottawa little difficulty was caused.

Keith Davidson, of James Davidson's Sons went through his third aerial accident at Shawberry Camp, England, recently and after falling one thousand feet escaped with the loss of a few teeth and a scratched face. The accident happened on December 13th, when the "joy-stick" of his machine went out of business, when he was looping the loop. While training at Camp Borden he had a spill and shortly after arriving in England he had another before his latest mishap.

John R. Booth and W. C. Edwards report their bush operation as "going fine" for the opening period of the new year. The W. C. Edwards Company expect to be able to operate their factory throughout the winter, running on commercial boxes and other grades. James Davidson's Sons will operate their plant in manufacturing doors and sash, in anticipation of future orders.

The estate of James Davidson up to the beginning of the year had cut 100,000 logs and will attempt before the season ends to cut another twenty-five thousand. These logs have yet to be hauled to the water. The cut this year will amount to about 6,000,000 feet, in comparison with 9,000,000 feet in 1918.

Canada Lands Big Order for Wood Products

Consignments to Meet Old Country Requirements will be Billion Feet and will be Filled from Various Sections of the Dominion

Widespread interest has been aroused in Canadian lumber circles with respect to the cabled despatch from London, England, that the Timber Controller of Great Britain would purchase in Canada half a billion standards of lumber, which is practically equivalent to one billion feet, board measure. It is also declared that lumber would be of all grades, and bought under the direction of the Timber Controller through British brokerage firms and Canadian timber agencies in London, who will deal direct with the Canadian lumber producers.

The despatch further states that negotiations had been carried on between the Canadian Mission in London, England, of which Mr. Lloyd Harris is the head, and the Timber Controller for Great Britain, and the foregoing is the outcome.

It is also understood that every Canadian producer who is registered on the lists of the Trade Board at Ottawa will be given an equal opportunity to sell. There is also to be an allocation of purchases upon a territorial basis, thus assuring a fair proportion of purchases to Western Canada. All the British Columbia lumbermen are represented in London by L. B. Beale, Timber Commissioner for the Province, who is attached to the staff of F. C. Wade, K.C., Agent-General for the Province in Great Britain, and he will deal directly with the Timber Controller. This lumber is to be bought within the next twelve months. It will represent a total transaction in money value of about \$40,000,000.

The Report Bears Official Endorsation

The cablegram was sent by the Canadian Press to all the leading newspapers in the Dominion. The "Canada Lumberman" has been asked several times if the report is authentic. So far as it is possible to ascertain the essential facts are correct in every detail and bear all the outward marks of official sanction. In the first place, the news was cabled by John W. Defoe, one of the outstanding figures of Canadian journalism, and editor-in-chief of the Winnipeg Free Press. He is known as a broad-minded, enterprising, and well informed newspaper man, and is at present in England on behalf of the Department of Public Information, Ottawa. In this capacity he will be attached to the Canadian delegation which is to represent the Canadian interests at the Peace conference. It was also asserted at the time of his departure from Canada that Mr. Defoe would keep Canadian people advised by special cables sent as each event warranted, which would reach the Dominion through the agency of the Canadian Press, Ltd. It is further known that it is at the personal request of the Premier, Sir Robert Borden, who has been for some weeks in England, that Mr. Defoe is acting in his present official capacity. In view of these facts there can be no doubt that the news is reliable, but, of course, the details of the big purchase have yet to be worked out.

In regard to the arrangements of credits a press despatch from Ottawa says:—The necessary Canadian credit which rendered the large lumber transaction announced by cable from London possible was arranged some weeks ago between the Dominion Government at Ottawa and the Imperial Government. This credit is to be availed of to the extent that is rendered necessary by the state of international exchange. The British Government is to supply the shipping to carry this lumber to Great Britain. The transaction indicates the character of the business which it is expected the Trade Mission will be able to obtain from now on, particularly upon the Continent.

How Ottawa Views Big British Purchase

Press despatches announcing that the British Timber Controller was to place orders for one billion feet of Canadian lumber and timber, was taken by representative interests at Ottawa as the expected outcome of the persistent activities of and representations made by the Canadian Mission and the Canadian Lumbermen's Association, says our Ottawa correspondent.

For some time past, as the members of the Canadian Lumbermen's Association privately knew, efforts have been put forth, both toward the Canadian and Imperial Governments, to bring about a readjustment of normal conditions through the usual (pre-war) channels. The result desired has been accomplished.

Practically nothing at the time of writing was known in Canada as to how the order would be shared. It was believed, however, that the established trade channels would first be given consideration. Anything that was not taken up by such sources would be open to other branches. Tenders, it is believed, would be submitted for the overflow, and prices for various grades asked for.

Another significant point is that the European powers that be are to arrange for the bottoms and shipping facilities. Consequently Canadian lumber and timber is to be sold f.o.b. ocean shipping point in Canada. At the present time it is not advisable to go into this phase too deeply. Britain will arrange the shipping, also regulate it and the cargoes the ships carry.

The actual influence of the letting of the order, which in value amounts to some \$40,000,000, is not likely to be felt in Canada for some months at least. If the whole order is consumed by Canadian dealers it will make a big hole in the sawmill cut of 1919. The tremendous amount of stock in the sizes desired indicate this. What was thought at Ottawa would be done in the letting of the order is that the bulk of it would go through the regular pre-war avenues and through the established houses. Any margin that was left would be offered to competitive bidding. Thus specifications would be sent out and tenders asked for on certain grades of stock.

The Order as Seen in Montreal

Our Montreal correspondent says: "There are a few lumbermen here who are skeptical of the billion feet purchase for England. One asserted that the stocks held by the exporters are not nearly as heavy as generally supposed; that there is not a billion feet of lumber in the country available for export, and that the Government has already very heavy stocks in this country which are now only being moved. His idea was that the whole thing is an exaggeration and certainly that the lumber could not be shipped in the course of a year."

Lumbermen Should Elect Their Nominees

The Lumbermen's Section of the Toronto Board of Trade which was organized three years ago, has made splendid progress. New officers have been elected and an extended reference to the proceedings will be found in another column of this issue. The Section has nominated three of their liveliest members for higher honors in Toronto Board of Trade affairs. These are C. W. Wilkinson, for a place on the Council; John B. Reid, as a member of the Board of the Canadian National Exhibition; and W. J. Lovering, for the Arbitration Board.

It is not enough to merely nominate these gentlemen, but every member of the Section should take an active part in seeing that they are elected by united effort and energetic work. There is no doubt that the Lumbermen's Section of the Toronto Board of Trade can wield sufficient weight and influence to see that their representatives are successful in the elections which will be held at an early date. Mr. Reid has proved a live wire in Canadian National Exhibition affairs as all who attended the Retail Lumber Dealers Convention in Toronto, in September last can testify. Mr. Wilkinson is a hard-headed, keen business man who enjoys the confidence of his associates and would make an admirable representative on the Council of the Board of Trade, while Mr. W. J. Lovering, who has been identified with the lumber business for many years, is closely in touch with all its affairs and would prove a fair, open minded man on the Board of Arbitration.

250,000 New Houses in England

Of the 300,000 new houses which, it is estimated, will be required after the war, according to the London, Eng., "Times," nearly 250,000 have been promised by local authorities, with the financial aid of the government. Sites are being selected, and designs are under consideration. The government have circulated model plans, and the Royal Institute of British Architects are publishing the approved designs resulting from local competitions throughout the country. In the selection due attention must be given to the character of local architecture. A design which might be suitable for a manufacturing town in Lancashire would be quite out of keeping in rural surroundings. The work is to be done by local architects, and there will be a very wide choice of designs.

The steamer "Antonias" was recently launched at the yards of the Pacific Construction Company, Port Coquitlam, B.C. The vessel is 2,345 gross tonnage, and her speed load is 10 miles an hour. She is classed by the British Lloyds as the very highest and it is understood will enter the Atlantic trade.

N.S. Lumbermen had Profitable Year

Operations Were Carried on in Much Different Manner Than Ever Before, Says B. H. Dunfield

In reviewing the lumber industry for the past year in Nova Scotia, B. H. Dunfield, of Dunfield & Co., Halifax, says the results were profitable to the manufacturers, although manufacturing was carried on in a very different way than ever before. He says that exporters were forced to look for other new outlets owing to there being no buying during the year for the English market. In this respect they are fairly successful. The advent of the United States into the Great War opened up heavy buying from that country, and large quantities of boards, plank, and even three-inch spruce were railed into the New England States.

In addition to the demand from the American market, the past season has been an unprecedented demand for our local markets. Instead of sawing practically all three-inch deal and scantling, as during many years past, the mills were sawing dimension stock, and large quantities of boards and two-inch plank. The woodworking factories along the lines of railway have been busy all during the season re-sawing, planing and matching, etc., in order to supply the local demands for sheathing, flooring, etc.

The production in this province during 1918 was well up to the previous year, and the close of the year shows only a moderate stock on hand. Labor has been a matter of vital importance during the war, many mills being operated by old men and boys, who received much higher wages than previously paid for this class of work. Conditions indicate a prosperous year ahead for the lumber operators, with prices ruling perhaps a shade higher during the present year.

From present indications the output for 1919 will be about the same as during the present year, although of course much depends upon weather conditions. Some manufacturers have already made considerable progress with their operations, and expect after the holiday season is over to continue with full crews. Some camps have been temporarily closed on account of influenza, but it apparently has not retarded operations to as great an extent as in other Provinces.

Buying for the English Market

Prices for 1918 have been slightly in advance of those realized in 1917, and after adding the increased cost of production, will leave satisfactory net results for the year's output. It is expected buying will soon be resumed for the English market, in fact some sales have recently been made. Heavier buying might be taking place were it not for the scarcity of tonnage. It is understood that the British and French Governments still have large quantities of lumber on hand in Canada which they purchased during 1916 and 1917, and this they are now endeavoring to move before the new stocks are ready, and at the present rate of shipping it is expected it will take at least six months to move these old stocks. It is therefore not expected that heavy shipments of 1919 stocks will be moving until well along into next summer. The buying is still absolutely controlled by the British Government through their agents at Ottawa.

The American market at present is dull and inactive on account of a large number of Government contracts having been cancelled and no house building going on. The local markets in Nova Scotia are well supplied, and there is only an occasional demand for cars of special sizes. In general, conditions indicate a prosperous year ahead for the lumber operators, with prices ruling perhaps a shade higher during the present year.

Death Claims James William Hackett

James William Hackett, who was a pioneer contractor and sawmill owner in the West, died at his home in Vancouver on Christmas day. He was seventy-one years of age and was born in Truro, N.S., where he spent the early years of his life. Going to the West he first located in Winnipeg, but in 1888 moved to the Coast. The deceased was a member of the firm of Robertson & Hackett, general contractors, the Bank of B. N. A., the Bank of Montreal, and other substantial structures being of their construction. They have a sawmill on False Creek. Mr. Hackett always took an active interest in public matters in the city, and at the time of his death, in addition to being vice president of the Robertson & Hackett Sawmills, Limited, he was president of the B. C. Lumber and Shingle Manufacturers, Limited, an organization with which he had been closely associated since its inception. He was a director of the Vancouver Exhibition Association and vice-president of the Metropolitan Building Company. Mr. Hackett was a past president of the Terminal City Club, a member of the city council in 1897, and of the licence board in 1912. He has been a member of the board of trade for the past 20 years.

He is survived by his wife, one son, Mr. George R. Hackett,

manager of the sawmill business; one daughter, Miss Elsie Hackett, a trained nurse, who waited on her father during his long illness, and an elder brother, Mr. Hugh Hackett, residing on King-way.

Motor Trucks are More Heavily Taxed

Retail lumbermen, who make use of motor trucks for delivery of consignments of lumber and building material, will have to pay more for their licenses in the future. The Department of Highways in Ontario, owing to the increase in the number of trucks and the heavy strain they are putting on the roads, is inaugurating a new scale of fees for the present year. In the past one and two-ton trucks have had to pay \$10. For each additional ton of maximum "capacity" there has been a fee of \$5. In the future \$10 will be the minimum charge for a truck of two tons "combined weight and carrying capacity," which corresponds approximately to a single ton truck under the old method of fixing weight. Up to eight tons the extra fee is \$5 per ton as formerly, but the actual amount paid will be increased by the new basis. On trucks of over eight tons up to ten the rate will be \$7.50 per ton, and on all trucks of over ten tons the rate will be \$10 per ton.

Another change made in license fees makes the rate for a dealer's license and markers \$20, the dealer having the right to use the markers on any car in his establishment apart from cars used for hire. This does away with the system that allowed a dealer to pay \$10 for the license and original markers and \$5 for each extra set of markers. This system is discontinued because of misuse of the extra markers.

Western Men will Meet in Calgary

The 28th annual convention of the Western Retail Lumber Association will be held at the Palliser Hotel, Calgary, Alta., on January 22nd, 23rd and 24th. An interesting programme has been prepared and numerous problems concerning the distribution and sale of lumber in Western Canada will be considered. W. A. Mellrath, of Radville, Sask., is the president. Among the outstanding features of the convention will be an address by Edward F. Treia, of New York City, and a practical talk on "Using up Odds and Ends," by H. B. Armitage, of the Manning-Sutherland Lumber Company, Camrose, Alta. A. L. Porter, secretary of the Western Retail Lumbermen's Association, Spokane, Wash., will give a talk on "Association Activities." There will be group conventions on January 23rd, and the following groups will convene: Credits, chairman, W. H. Heywood, Rouleau, Sask.; Purchasing, chairman, F. C. Manning, Calgary, Alta.; Sales, chairman, C. W. Temple, Moose Jaw, Sask.; Superintendents, chairman, E. B. Aylsworth, Melville, Sask.; Accounting, chairman, J. B. Sinclair, Winnipeg, Man.

One of the difficulties of past conventions has been that experienced in getting individual members up on their feet to express their sentiments regarding any subject, before a large group of men. The idea of the Group Convention is that they will be held in smaller rooms, and will be straight heart-to-heart talks between the different members. It is hoped that, with this idea, many new active members of the Association with brand new ideas will be developed. Resolutions will be made in the Group Convention to be submitted to the Convention as a whole. This is a new departure in Convention plans, and very successful results are anticipated.

New Point Raised in Lumber Shipments

"If it is not one thing that is giving you trouble in traffic matters it is another," declared a leading Ontario wholesaler this week. It seems that disputes with railways are cropping up all the time and the ground taken now and then by some of the transportation companies' representatives is so amusing and refreshing that one must really smile in the midst of perplexity and irritation. "Some months ago," he continued, "we shipped a carload of white pine, cutting up lumber to Pennsylvania. It reached the consignee all right, but there was a leak in the roof of the car. The rain got in upon the lumber and we had to make an allowance of \$100. Naturally we thought the railway should make good this amount, but after conducting negotiations for some time to recover the same, here is an extract from a letter which I received to-day from the freight department of the road which says: 'We believe that the box car in which the lumber was shipped was of your own selection and you were apparently satisfied with it at the time. We cannot therefore see why we should be held responsible and we must decline to entertain this claim.'

"Can you beat it?" asked the speaker. "That excuse is certainly original and I may tell you that our company had about as much to do with the selection of that car at the point of shipment as we will have to do with the peace terms of Europe, or the formation of the new league of nations.

Effective Work of the Credit Bureau

Membership Fee Will Be One Hundred Dollars After April 1st
—W. C. Irvin Succeeds A. E. Eckardt As Chairman

The annual meeting of the Lumbermen's Credit Bureau was held on January 10th, in the Council Chamber of the Board of Trade. There was a large attendance of members, and the meeting turned out to be one of the most important and interesting that the Bureau has yet held. Mr. A. E. Eckardt occupied the chair. The treasurer's report, presented by Mr. J. B. Reid, showed a balance on the right side of the ledger. The secretary's report was brief, outlining the work of the year, and referring also to the operation of the collection department.

The chairman, in his address, said that they had had quiet times during 1918, yet the need for an association such as the Lumbermen's Credit Bureau had been quite apparent to everyone. When business commenced to pick up again, as undoubtedly it would in the near future, the organization would be even more useful than it had been in the past.

During the past year, an important step of progress had been made in the selection of a solicitor to act for the members of the Association in matters relating to liens. While there had not been many mechanics liens put on during 1918, probably during the next few years the services of this solicitor would be in greater demand.

Changes in Mechanics' Lien Act.

Recently, the chairman said, he had an interview with Mr. Jennings, of the firm of Jennings & Clute, who acted for the members in connection with liens, and had discussed the necessity for changes in the Mechanics' Lien Act. Mr. Jennings had suggested that a strong deputation should be sent to interview the Ontario Government and ask for such changes as were desired. Last session, a few satisfactory amendments had been put through, and others had been left over because of the session being so near an end when the matter came before it. He understood that the Ontario Retail Lumber Dealers Association would probably take this matter up at its annual meeting, on February 11th. He hoped that if this were done the Lumbermen's Credit Bureau would be notified, so that it could join in the deputation.

The chairman then called upon various members present to express their views in regard to the services they had obtained from the Bureau during the past year. Each member expressed appreciation of the work of the Bureau, and everyone was well satisfied with the reliability and importance of the information they had obtained from it. Several useful suggestions were made in regard to the working of the Bureau.

Several suggestions were also made in connection with the advisability of enlarging the membership. The chairman said that he would like to see a committee appointed to prepare a list of names of prospects for membership, and that the names on the list should be divided among the members in order that they might be canvassed effectively.

The Work of the Bureau Reviewed.

Mr. J. B. Reid said that the Bureau had now established itself as a success and he believed that outside firms needed the Bureau more than the Bureau needed them. If they were to put an increased price upon membership, and let the public know that they were doing so, he believed that those who had not yet joined would appreciate the importance of doing so more definitely. He moved that members' seats in the Lumbermen's Credit Bureau should be placed at the value of One Hundred Dollars each, and that each member already in good standing should be given a receipt for his seat upon the Bureau. This motion was discussed and finally amended to provide that new members could come into the Bureau until April 1st, without paying the fee of One Hundred Dollars for their seat, but that after that date the new charge should prevail, and also to provide that the secretary should get out framed certificates of membership, to be furnished to each member in good standing. In this form the motion was seconded by Mr. T. E. Rathbone, and carried unanimously.

The Election of New Officers.

The election of officers for the ensuing year resulted as follows: Chairman, Mr. W. C. Irvin; Treasurer, Mr. J. B. Reid; Secretary, Mr. Horace Boulton; Directors: Messrs. T. E. Rathbone, T. A. Paterson, O. M. Moore, F. Ryan, and F. Rogers.

The new chairman occupied the chair during the balance of the meeting. A committee was then named to carry out the suggestion previously made by the retiring chairman in regard to calling upon prospects for membership, the committee being as follows: Messrs. R. A. Rastall, W. Sutherland, S. McCord, F. Ryan, M. H. Eaton, Wm. Britnell and O. M. Moore, with Mr. Moore as convenor.

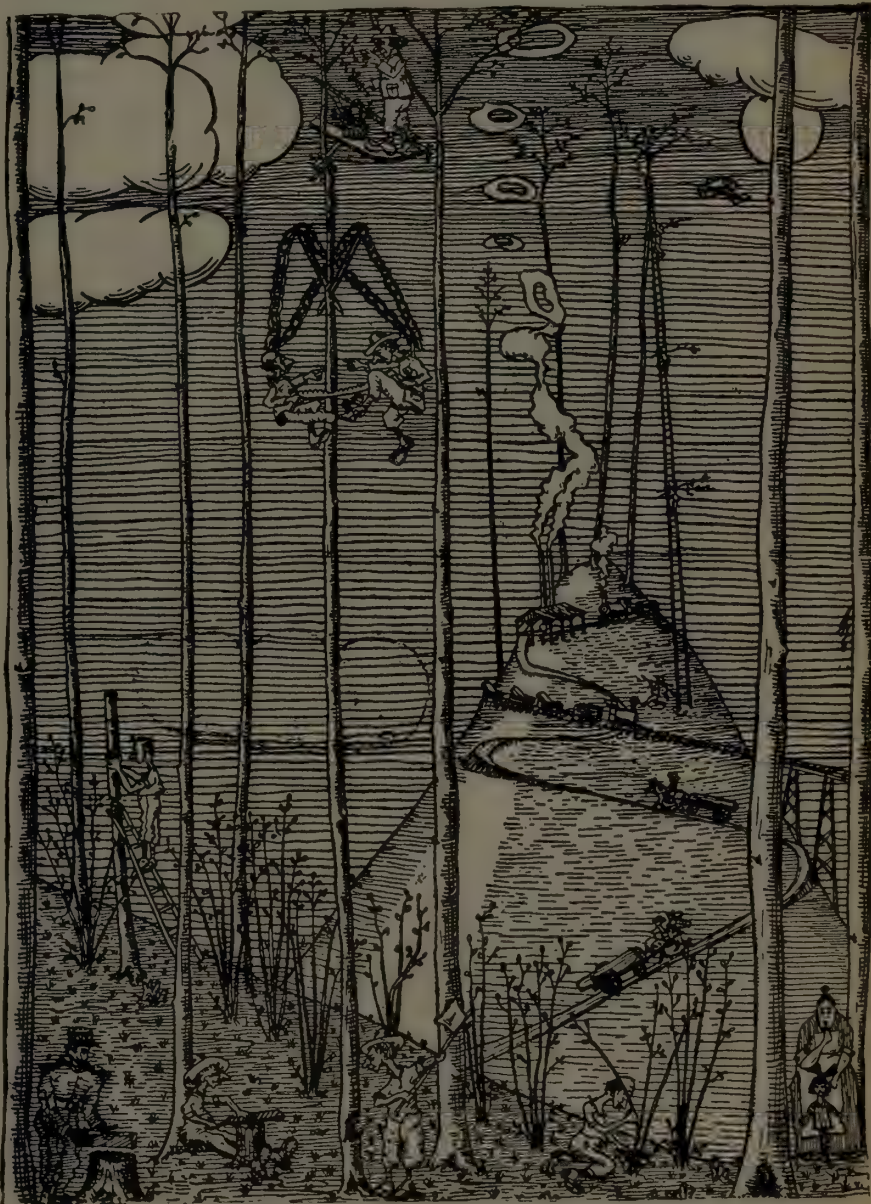
For what does it profit a man if he gain five minutes by taking a chance if he loses a week's time by an accident? or what gain has he if a moment's carelessness makes him a cripple for life?

Railway Demands Are Deferred Until March

At a conference held in the offices of the Canadian Manufacturers' Association, Toronto, between representatives of the manufacturers and the Secretary of the Railway War Board and the officers of the Accounting Departments of the various railroads, the question of freight and express charges and credit arrangements was fully discussed. It was finally agreed that the date at which the regulation should go into effect should be postponed until March 1. In the meantime, Mr. J. E. Walsh, of the Canadian Manufacturers' Association, will appoint a special committee of manufacturers to study the question and make a counter-proposal. This will be presented before the Railway War Board prior to March 1 for a final settlement of the issue.

Real Exploitations By Canadian Foresters

The accompanying illustration is both pointed and humorous and forms the central picture on a holiday greeting card sent to many Canadians by the Headquarters Staff of the Canadian Forestry Corps, B.E.F., France. On the outside of the Yuletide memento there is a maple leaf and beneath it are the words, "All good wishes for Christ-



mas and the New Year." In mailing a copy to the "Canada Lumberman," Captain L. M. Ellis says the picture presents an idea of army forest exploitations as they are carried on in France, in the Vosges mountain section. It also affords some conception of the speed and efficiency with which timber cutting operations were conducted by the Canadians.

Islington Lumber Merchant Is Expanding

Major J. E. L. Streight, Islington, Ont., has purchased new premises opposite his present site and has commenced putting in switches and unloading stocks there. It is his intention in the near future to erect a two-storey, up-to-date brick factory, 80 x 120 ft. The office building, wagon and lumber shed, stables and garage, will be built first, and the work will start as early in the spring as possible, after which construction will be proceeded with on the planing mill. Major Streight has been in the retail lumber and fuel business at Islington for many years, and has built up a wide connection.

How Water Shipping Rates Advance

In Nine Years They Have Jumped From \$6.75 Per Thousand Superficial Feet to \$65.00 on Spruce

It costs real money now and a heap of it too to ship spruce and white pine from Nova Scotia ports to South America. The charges are ten times to-day what they were in 1910. The rates are retaining their aeroplane altitude. The tariff to South American ports had risen to sixty-five dollars per thousand superficial feet about the time the armistice was signed. There was a drop of fifteen dollars, but in a few days it was back to the old figures, and it is rumored that the schedule is still mounting.

Nine years ago the ship, Kings County, of over two thousand tons, was chartered to load lumber at Hantsport for Buenos Ayres or Rio de la Plata. The conditions of the charter party were that the ship was to load at Hantsport and carry between the ports named, one and one-half million feet of spruce or white pine at six dollars and seventy-five cents (\$6.75) per thousand superficial feet.

This was probably about the minimum, but for years the rate never went above \$9.00 per thousand. Now \$65.00 or more is paid to the same ports, and when it is remembered that the price of lumber at the port of shipment is now several times as large as it was then, one is inclined to wonder what lumber in South America costs the ultimate consumer. One thing is sure, however, and that is the price in South Africa will be equally high, for the freight rate from Nova Scotia to Capetown is not less than seventy-two dollars per thousand.

Why Not a Perpetual Inventory?

How many times have you an inquiry over the telephone something as follows: "Can you furnish us at once 350 pieces 2x6x12 rough hemlock?" How many retail dealers could answer that inquiry promptly by saying "yes" or "no, we have only 325 pieces 2x6x12 hemlock, but can furnish the balance or the whole number in yellow pine," says Harry E. Romley, of Medina, N. Y. We could not answer it without going into our shed and counting our stock of the item desired while our customer waited for us. A few minutes later we might have a call for another item which would mean another trip to count stock.

It occurred to us that a system of some kind might be devised whereby we could tell at any time from our records, exactly what and how much stock we had on hand. We considered the matter from various angles and examined the perpetual inventories used in several other lines of business but found nothing which we thought would be suitable for the retail lumber business. We wanted some system which would be handy for reference, which could easily be kept up to date, and which would not take up very much space. After considerable study, we devised a card system which we started to use January 1, 1918.

The system is handled as follows: You will note that under each size are two columns. On January 1st at the conclusion of our inventory, we transferred the various amounts to the proper places on the cards using the left hand column for stock on hand and which we might receive. In the right hand column is then entered from day to day the number of pieces sold during the day, which amount is deducted from the amount in the left hand column bringing down the balance which shows the stock remaining on hand at the beginning of the next day. The quantities sold each day are taken from our sales slips and for a gross annual business of say \$150,000 should not take more than thirty or forty minutes each day to enter upon the cards. When a card is full on one side we reverse it and use the other side and when both sides have been used we transfer the balances to a new card, giving it the same number as the old card so that our index is not affected by the change. At each inventory period we correct the cards if necessary to correspond with the inventory as taken by actual count.

The question as to how to index the system is a matter of individual choice. In general, we have indexed according to the various kinds of wood which we handle such as hemlock, yellow pine, fir, etc., making subdivisions under each as we may need them. Others might prefer to classify according to the use of the lumber rather than as to the kind of wood, for example, grouping all floorings under one index card, all novelty siding under another, and so on. In fact your index may be arranged to suit your own convenience after you once get the stock on the cards.

We have already spoken of the convenience of being able to inform our customers promptly as to the stock we have on hand. There is also another great convenience, for we find that by simply glancing over our cards once in a while, we are able to keep our stock better balanced than under the old system when we might be nearly out of a certain item or items and not realize it. We can now sit in the office and make up our order for broken sizes with an accurate knowledge of what we already have in stock and by referring to our filed

cards, it also gives us a line on the quantities of the various sizes which have been required during the year.

The foregoing advantages are largely those of convenience. There is one more advantage which in our opinion is worth far more than the cost of system, and that is the possession of accurate facts in case of loss by fire. How many fires can you recall where there have been disputes as to the amount of loss because the amount of stock destroyed could not be determined easily. Many firms have had serious difficulty in making their adjustments for this reason. If you use a perpetual inventory system, there simply can be no question in case of loss. We do not have to guess; we know the actual number of pieces, sizes, and lengths of each kind of stock. The insurance companies are glad to take this kind of evidence when it comes to making a settlement. We started it as an experiment, but it has more than proved its worth and is now a permanent part of our records.

The Hills and Dales of Lumberman's Life

By A. Soliloquy

It is a somewhat far cry from wheeling sawdust at the age of eleven years to owning and operating several sawmills, but in the interval much has been crowded into my career that perhaps, without egotism or effrontery, I may review, in the hope that it will prove, at least, interesting to some.

There is perhaps no phase of achievement more absorbing than the struggle and steps by which one masters difficulties and clears barriers, both seen and unseen, in the pathway of progress. In the realm of literature there is nothing that arouses keener appreciation or stirs ambition more than the biographies of leaders of the race who have had their trials and triumphs and, in the end, have, to use a terse expression, "made good," while succeeding generations have placed a stamp of approval upon many deeds and acclaimed their motives, who, in the years gone by and at the time and place in which the outstanding representatives lived, moved and had their being were censured and condemned. This is all by way of a preliminary paragraph, merely to justify offering a few observations in my own humble way, which the "Canada Lumberman" had repeatedly requested me to do.

It has been remarked that persistency in any good cause always wins, and I believe one of the main elements of success in any undertaking is the quality of stick-to-it-iveness; and another one which might be called "nerve." When I make use of this term I do not do so in any uncomplimentary sense. By it I mean courage, tact, aggressiveness and optimism. You will pardon me for using the first personal pronoun so many times, but I know of no other way in committing one's thoughts to paper than by employing the vertical symbol, sometimes known as the 9th letter in the alphabet.

One of the most important matters in the lumber world to-day is that of keeping up production and keeping down costs. The spread between selling price and cost price is not sufficiently wide to allow of any laxity or inefficiency in operation or production. I have always been extremely solicitous in the matter of finding out costs. There are too many men in every line of business who have no idea of what their overhead charges are, their percentages of profit, actual outlay for raw material and the conversion of that raw material into the finished product. If I had the time and could be persuaded to touch upon any one point, it would be that of economics showing extravagance in overhead charges—for instance, finding out the amount and cost of pork that a man consumes per day.

I have witnessed many changes in the lumber business. From the old up and down saw cutting a thousand feet a day to the operations in British Columbia, cutting 250,000 feet a day and from sawdust being removed in wheel barrows to the immense conveyer chains and refuse burners of the present. Yes, the evolution in the sawmill and lumbering lines have been wonderful, keeping pace with the spirit and development of the times.

There are some queer kinks in human nature, especially when one has met with a moderate degree of success. Perhaps he is inclined to have his head turned by the prosperity which seems coming his way, or his hat may be a couple of sizes too small. Herein lies a source of danger and weakness that has upset many promising careers. I believe, for instance, that a chap may sometimes get too much publicity, if he is a bit prosperous, and then again take a chap without any technical education and having passed the teachable age and finding himself out on the commercial avenue, I fear that it is very hard for him to use language with which he can best express himself to the public, so that he can, be easily understood. The lumber shack terms, with which I am more familiar by reason of early associations than pure, classic English, may not be quite so well rounded or polished as the more artistic and euphonious modern phrases, but, in the words of an old song, "They Get There Just The Same."

Canadian "Timber Butchers" Met Every Demand

In the Days of Rush During the War They Followed Production Rather Than Economy—World Later Amazed By Their Speed and Efficiency

One day the King, inspecting a Canadian forestry camp in England, laughingly remarked to the officer who was escorting him: "I believe you Canadians would cut down my forest at Windsor if you had the chance."

"We certainly would, Your Majesty," replied Brig.-Gen. Alec McDougall, who happened to be the officer.

About a year afterwards, says Roland Hill, Canadian War Correspondent, when the submarine menace was acute and ships were needed for food and not for lumber, to save tonnage from overseas, the King gave orders and the Canadians commenced cutting in Windsor Forest. The King remembered the brigadier and jokingly remarked that his words had come true. Ever since both His Majesty and the Queen have been keenly interested in the work of the Canadians on their estates and interested spectators at almost every field day.

The Growth of Wood Chopping Brigade

Since Brig.-Gen. Alec. McDougall raised the 224th Battalion, "The Woodchoppers," picked from all over Canada, the Canadian Forestry Corps has grown tremendously. There are now eighteen thousand men in the corps and the mills are counted by the score. The last figures give their daily cut for war purposes at 3,000,000 feet, anything from delicate spruce for aeroplanes to huge oak beams that support the new bridges we have built alongside those destroyed by the Huns. Gen. McDougall's activities took him from the Swiss border to Bordeaux and the south of France; from the north of Scotland to the south of England. He has travelled many thousands of miles watching operations in the last few months, and as the trains were not fast enough for him he was provided with a private aeroplane and pilot by the British Government. Now he literally "drops in" on his commands to see how work is progressing. He shuts up his desk in the office off Piccadilly, London, at ten in the morning and is at the Bordeaux, France, branch by evening. If the aeroplane industry wants a boost for industrial after-war business it can get one from Alec. McDougall.

McDougall was born the son of Lorne McDougall in a little town in Eastern Ontario in 1878 and comes of timber sires. He followed in his father's footsteps by becoming a gold medalist in mathematics at Toronto in 1899. His grandfather was a canny Scot who worked as a factor for the Hudson Bay Co. McDougall finished his education at Cornell, where he took a post graduate course in engineering and hydraulics. At the end of his college career he became construction engineer on the Mexican Street Railways, in which Canadian capital was interested.

From Mexico McDougall returned to Canada and was at first on the survey section of the Georgian Bay Railway. Then the contracting fever got hold of him and he took a sub-contract from MacArthur on the National Transcontinental at Dryden and in a few months joined the firm of O'Brien, Fowler and McDougall Brothers, which built other sections of the road. The two McDougalls, always interested in timber, just before the war were owners of large limits in Northern Ontario and Quebec and had one large mill at work. Since "Alec" went to war another has been started.

Col. McDougall, as he was when he took his battalion overseas, was looked upon with suspicion by the Imperial Royal Engineers, to which his unit was attached. There was no question of the Canadians' efficiency, but they were too fast for the company they were in. They started cutting at war pressure instead of slowly and perfectly, as was the custom of the engineers. The Imperials complained first of the slouchiness and lack of discipline of his lumbermen and millmen. McDougall soon remedied this—no light task that might have disconcerted a smaller man. He had them saluting like Grenadier Guards. But the call for timber was growing more urgent every hour as hundreds of thousands of feet were destroyed in the battle zone daily. McDougall and his picked men were hustled off to the shrapnel-pitted forests near the line and here they created new records for output, travelling up and down the front wherever there were war-scarred trees.

Like Oliver Twist the British command demanded more. McDougall said: "You want rough wood, not the planed, piano-top stuff you are wasting time on. Let me go to Canada and get more Canadian machinery and mill men and we will turn out what you want." They sent him back across the Atlantic with an appropriation of something like \$250,000. McDougall scoured Canada and the United States and placed orders for several million dollars' worth. His credit

was good in the lumber world. He took the chance of having it thrown back on him and "sweated blood," according to his own account, in case the war should end before it was all delivered. Some time after the British Government wanted even more machinery, but it was not to be had. All plant makers were busy on munition machinery.

They Got Results When Most Needed

At first the Canadian forestry companies in France were looked upon as "timber butchers." The French utilize every bit of wood and even the sawdust that comes from the mill. In the days of rush calls for two-by-fours the Canadians perhaps did ruthlessly slash down the forests and waste in sawing. They looked for production rather than economy. But when the demand was caught up with, some time in 1917, the big men in the corps began to improve the mills and cut carefully. They got their power from the sawdust and they cut the slabs that used to be wasted into slim, half-inch strips.

Brig.-Gen. Alec. McDougall had around him big guns in the lumber world of Canada and they were on their mettle. Col. J. B. White, who has just been promoted brigadier, and who is managing director of the Riordan Company, was one. He commanded all the districts in France. He had also Col. T. Jones, of the Spanish River Mills, who went over in command of the battalion he raised in Western Ontario, and when it was absorbed threw his whole energy into the development of the Forestry Corps in central France. Also there was Col. J. B. Johnston, formerly lecturer in mechanics at McGill, and an expert adviser to many of the largest engineering concerns in the Dominion. He took charge of the far-off Jura and Vosges mountain groups and generally solved all the engineering problems. All big-salaried men in Canada, working for colonel's pay and letting their business at home vegetate while "doing their bit."

In the last year of the war the Canadian mills have been brought to perfection, better in operation, production and economy than any in Canada, France or Britain, and the Canadians have gained a splendid name for efficiency. In addition, they have learned a thing or two themselves from which Canada will derive a benefit when they return. Some of the large tracts they have cut in France they have reafforested—every acre—and have cleaned up the forests in such a way that in a few years there will be fine trees again.

Ancient Oaks Will Get Surgical Attention

George and Martha Washington, two of the largest live oaks on earth, which are among the chief arboreal ornaments of Audubon Park in New Orleans, are to have attached to their suite a special surgeon to look after them and preserve them from the ravages of time. These trees have a diameter of eleven feet, and they are nearly perfect specimens of the chenevert or live oak, that adds so much romantic beauty to the coastal regions of Louisiana.

Harold Neal, a graduate of the Boston Institute of Technology, is the expert who will keep harm away from the half-century old giants, which despite their sizes, are extremely temperamental, and by no means as hardy as their rugged exterior and enormous dimensions would indicate.

Owen Sound Firm Buys Island Timber

The John Harrison and Sons Company, Limited, of Owen Sound, have purchased the timber on Fitzwilliam Island (Horse Island) southeast of the Manitoulin Island, and have one camp located there, and if the weather holds good another may be opened this winter. It is estimated that there is about a million railway ties on the island, besides a considerable amount of oak and pine. 200,000 ties will be taken out each year and at that rate it will be at least five years before the available timber has been taken off. The timber was purchased from an American firm, owners of the property, at a figure said to be in excess of \$100,000.

The returns of the traffic of the Lachine Canal for the past season show a decrease of 4,821,500 feet of lumber, board measure, passing through the canal from the Ottawa Valley to U. S. Ports by American canal boats. The returns also indicate a decrease of 8,523 cords of pulp wood and 35,437 tons of pulp. It should be mentioned, however, that the port was particularly busy in forwarding supplies for overseas, and that a larger volume of traffic than usual went by rail, owing to the lack of boats.

Wholesale Lumbermen Hear Good Reports

Work of the Association Reviewed and Expansion is the Watchword—Some Problems That Will Arise During 1919—Election of Officers

Progress and development were evidenced all along the line in reports presented, and the good work done by the Wholesale Lumber Dealers' Association, Inc., which held its first annual meeting on January 10th at the Albany Club, Toronto. The attendance was the largest of any gathering during the year and much interest was manifested in the proceedings, including the election of officers which aroused a spirited, but good-natured contest.

The report of the secretary-treasurer, H. Boulton, showed a substantial balance on the right side of the ledger, and on motion of D.



A. E. Clark,
Re-elected Chairman for 1919



A. E. Eckardt,
Re-elected Director for 1919

K. Johnston, seconded by Guy H. Long, a hearty vote of appreciation was tendered him for his efficient services, along with a substantial honorarium.

One of the most important features of the evening was the election of officers, and when the nominations were being opened for the board of directors, no less than 18 names were proposed, five to be elected. Although all the directors of 1918 modestly requested to be relieved of their duties, in order that new blood might be introduced in the organization, and the honors go around, the rank and file would not listen to any such proposal and thought that they should stand for another year. All were placed in nomination again and there was only one change on the board, W. J. Lovering taking the place of H. J. Terry, who was unable to be present, owing to absence from the city on business.

The choice of directors resulted as follows:—A. E. Clark, A. C. Manbert, A. E. Eckardt, C. W. Wilkinson, and W. J. Lovering. A. E. Clark was re-elected chairman for the coming year.

A gratifying evidence of the growth of the membership is that now 35 wholesale firms are connected with the W. L. D. A., whereas a year ago there were 22. This represents an increase of 60 per cent. The two latest concerns to become identified are the Victoria Harbor Lumber Company, Toronto, and the Hyde Lumber Company, of South Bend, Ind., who do considerable business in Toronto.

Mr. Clark Tells of What Has Been Done

The Chairman, Mr. A. E. Clark, delivered an interesting address, outlining the work of the past year, and referring to the importance of co-operation among the wholesale lumber dealers during the coming year. At the close of the first year of the Association's history, he said, they found themselves with a membership list of thirty-five wholesale lumber dealers, as compared with twenty-two members when the Association was organized, a year ago. This represented an increase of 60 per cent., and he was pleased also to be able to report that financially the Association was reasonably well on the right side.

During the past year the Association had carried on several different kinds of important work. One of the chief subjects of interest had been matters relating to transportation. These problems had required considerable watching. Order-in-Council and regulations is-

sued by the Canadian Railway War Board, which consisted entirely of representatives of the railway companies, had made it very necessary for people who made use of the railways for the shipment of freight, to keep a close watch upon affairs. It would be very necessary during the coming year that the Association should keep a careful eye upon the little quibbles and more important innovations that would be introduced by the railway companies into their rates and tariffs. Probably, during the coming year, they would be relieved of Order-in-Council government, but there would be huge re-organization of railway work in Canada and one of the chief problems of the Association would be to see that the shippers received reasonable service in connection with railway affairs.

The Chairman then referred to the work of the Credit Bureau, operated by the Association. Everyone who had subscribed to the Association was well aware of the good work that was being carried on by this Department in the way of checking up credits and eliminating trade parasites. He hoped that during the coming year the co-operation of the members would make the Credit Bureau even a much greater success than it had been in the past.

Referring to the subject of trade relations, the Chairman drew attention to the harmonious feeling existing between retailers and wholesalers through their Association. The unity of interest already developed among retailers and wholesalers would help to clear away many of the difficulties which had previously disturbed the trade.

The Co-operation of His Associates

As Chairman of the Association during its first year, Mr. Clark said that he had had the assistance of four as strong men as could be obtained for the service of any Board of Directors. Being a member of the Board of Directors of the Wholesale Lumber Dealers' Association was not all pleasure. There was considerable work to be accomplished and he felt that if the work was followed up as it should be during the coming year, the new Board would have a very arduous year's work. There were a great many matters to be considered and it would also be incumbent upon the incoming Board to direct the Association in such a manner that it would live up to its responsibilities in connection with the general work of reorganization now in progress throughout Canada. Their interests in the lumber business should be made to coincide with their interests in the State. He believed that in looking after their business interests they would, at the same time, be developing their sense of citizenship. He felt convinced that in their regular meetings, the members of the Association were obtaining a clearer and more effective conception of their duties to the State.

The Chairman then referred to the importance of such problems as those connected with labor, farming interests, tariff alterations, etc., pointing out the importance of co-operation among wholesalers to see that their interests were properly represented whenever occasion arose. The questions arising out of the rehabilitation of the returned soldier would also present many problems, some of which would be difficult to handle. Moreover, business men themselves would probably have a little rehabilitation to consider on their own account. There would also be very important problems to deal with in connection with railway ownership. These were all matters that lumbermen, both as lumbermen and as citizens, must view from the standpoint of unbiased opinion, setting aside selfish interests and working them out for the good of Canada, as well as for the good of the lumber business, whenever this could be done without sacrifice of the general welfare.

The Enjoyment of Business Life

Mr. A. C. Manbert, one of the Board of Directors, was next called upon to address the meeting. He said that he had very little to add to what the Chairman had said. It had been his pleasure, in times past, to have belonged to a number of lumbermen's associations, under various conditions, but he had not enjoyed, in any of these associations, relationships that were more pleasant, nor accomplishments that were more compelling or enduring than those of the Wholesale Lumber Dealers' Association during the past year.

Starting out with a small group of lumbermen, not all convinced of the possibility of doing what they were setting out to do, he thought that it spoke volumes for the efforts that had been brought into the work of the Association, that they should have realized so much of sincerity, generosity and general good feeling which had brought to

the Association, not only an added membership, but an added tone in the relationships between its members. Their lives were built up on these daily and regular relationships and enjoyments and they found that their enjoyments came out of the people they knew best and the situations that were best ascertained and clearest to them, and so, when they came to the meetings and felt that there was a spirit of good fellowship among the members—although they did not forget the rivalries of trade or get down to cutting out business keenness—they were satisfied to temper to all that keenness and competition with a spirit of fair play and geniality. They had accomplished this during the past year, and in doing so he felt they could feel satisfied that they had accomplished a great deal.

Mr. A. E. Eckardt expressed the pleasure which it had been to him to act as one of the Directors during the past year. He referred also to the valuable results secured by co-operation among retail lumbermen in Toronto through the Lumbermen's Credit Bureau, drawing attention to the fact that at their annual meeting, that afternoon, the

members of the Lumbermen's Credit Bureau had decided that in future a seat at the Bureau would have a value of \$100 in addition to the annual fees which members would pay.

A special sub-committee was appointed consisting of A. K. Johnson, R. McDonagh, J. R. Summers and C. G. Anderson, to arrange for a dinner which will be given by the members of the Association and other wholesalers in Toronto to the retail lumbermen on the occasion of the first annual convention of the O. R. L. D. A. in Toronto on Tuesday, February 11th, at the King Edward Hotel.

After the business of the evening was over, J. W. Bengough entertained the members for an hour by a series of humorous cartoons and lively anecdotes. Mr. Bengough is particularly adept with the crayons, and sketched a number of national characters, along with some local members of the organization, including Messrs. Manbert and Boulthbee, who, by reason of their hirsute adornment, he declared to be the most "Imperialistic" gentlemen in the gathering.

Importance of Trueing Up Band Wheels

Once each year, and during the holiday generally, every progressive band mill has an overhauling, and the grinding or trueing up of the band wheels becomes the most important job on hand. All mill mechanics dread this job because of its tedious nature, says R. C. Leibe in the "American Lumberman." The trueing of band wheels must be right, and if the job is not done right it is wrong and the wheels would have been better off if not touched, for there are many evils which will surely result. The importance of keeping the wheel faces true by refacing can not be overestimated, but the writer knows of a number of large band mills whose wheels have not been refaced for three years and more and yet expect good lumber from such a mill condition and seem to think it cheaper to invest in countless band saws rather than have the wheels refaced.

I mention shortening the cutting edge to overcome a worn wheel face. That is made possible by expanding the front quarter of the saw with the saw stretcher or roll so as to let the extreme cutting edge down on the low wheel face edge and stretching out the saw's back edge to balance up the disturbed tension. It stands to reason that such "fit-the-wheel" saw practice brings undue strain on the saw and causes serious cracking and breakage as well as weakened cutting edge, resulting in decreased output of the mill.

Now the advantages of having perfectly flat wheel faces may be summed up as follows: First and of greatest importance is the ideal condition produced for the band saw—for the saw is the heart of the mill and its producing ability depends thereon. The filer is enabled to fit up and tension his saws to a true circle tension from edge to edge, knowing the saws are to run on flat wheel faces. The saw strain gets advantage of the full saw width, and a high rate of feed may be maintained, which adds hundreds of thousands of feet of lumber to the day's cut. Furthermore, there is a saving of not less than one pair of band saws and in many cases three pairs a year with proper care of the saws by the filer, and even one pair of large bands saved from breakage and cracking means a neat little sum which might be better spent in belts which cause stops and lost time. There have been more competent saw filers condemned and discharged from filing rooms and mills because of this prevailing evil and neglect on the part of the mill managers than any other thing and a wise filer will never undertake to fit saws for a mill where it is a case of "fit-the-wheels" with your saws, for "we do not feel like buying a band wheel grinder when it is put to use only once a year." That is poor logic for any mill manager to offer the filer, but it's offered quite often and to the company's great harm. It is like spending \$10 to save \$1. The writer once took a filing position where the saw bills regularly amounted to a pair of saws every sixty days and the company seemed satisfied. The saws were cracked and brazed when quite new.

The wheel faces should always be examined by the filer the first thing to determine whether it is a case to fit his saws "regular" or fit worn wheel faces. This examination showed a pair of the worst wheel faces I had ever taken note of, and when the manager was asked for a wheel grinder the prompt reply was that it did not matter at all; that they had not been ground since the mill was built, and that was three and a half years past. The writer liked the location and mill and personally purchased a small refacer and refaced the wheels at night without loss of time. The cut increased and cracking stopped after the saws were readjusted to regular condition and a set of three saws was the next year's saw expense, with but one fracture in one saw. Three inches were worn off the cutting edge, while the com-

pany was satisfied with an inch worn off. This is an extreme case, I will admit, but many cases are to be found little less extreme than this one.

Again, another case, only different, but showing the importance of refacing. The wheels had been refaced only six months past and on examination showed little worn. The saws kept cracking and especially the brazes bursting open. The writer took notice of the top wheel seeming out of balance a trifle, but thought it dust in the rim of wheel; but to be sure took off the saw and, turning the wheel slowly with a pointer against the wheel face and at rest against the mill frame, found that the wheel face had a flat spot in it some 18 inches in length which was about 1/16-inch low in the middle. The wheel had doubtless a soft place at this point due to improper cooling when cast or a flaw in the metal. When the wheel was refaced or ground until this place came out the saw trouble ended at once. The flat spot

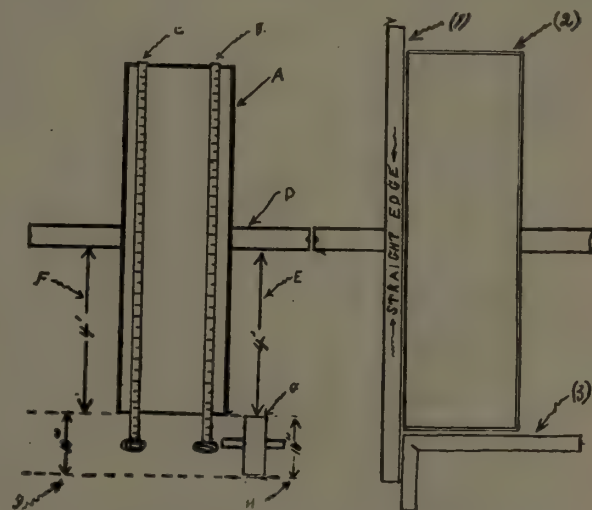


Fig. 1 (Left). Measurement of Band Wheel and Adjustment of Re-surfacer. Fig. 2. Test for Trueness of Wheel After Re-surfacing

tended to subject the saw under heavy strain to jerks, which produced the fractures.

Refacing becomes a simple matter, though dreaded by millmen. The writer has prepared drawings which show clearly his method of refacing band wheels to avoid mistakes. In Fig 1 will be seen a view of the top band wheel (front view). To determine the amount of grinding needed I first measure the edges with a steel tape line as shown in sketch. See (A), wheel, (B) and (C)—steel tape line, (D) is shaft. Next, I measure the distance from shaft to wheel edge at (E); then the same at (F) on the other edge; then place my refacer machine (let it be an emery wheel refacer of the old make, or Gebott machine, of the carborundum-block type) as shown at (G), and corresponding dotted lines and after getting the machine square with the shaft (not the wheel face) as shown at (H) and (I), then proceed to reface the wheel. I make examination often during the refacing to be sure the machine is square with the shaft.

In Fig. 2 is shown drawing of my tests after grinding or refacing; (1) is straight edge, (2) is wheel, (3) large square across wheel face.



Wanted & For Sale



PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 20 cents per agate line (14 agate lines make one inch). \$2.80 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 20th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

Hemlock Wanted

Block of dry No. 1 and No. 2 Hemlock. Write the Elgie & Jarvis Lumber Co., Ltd., 18 Toronto St., Toronto, Ont. 2-3

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

2000 Cords Pulpwood Wanted

Am open to buy all kinds of pulpwood F.O.B. Cars. State lowest price with point of loading. Advance furnished. Box 841, Canada Lumberman, Toronto, Ontario. 2-5

Birch Wanted

Wanted 100,000 feet of Birch, Elm and Maple in log, f.o.b. cars.

HYSLOP & SONS,
Greenville, Ontario.

Wanted Cuts of Lumber

We will buy your cut of pine, spruce, hemlock and hardwood lumber and pay you cash or finance your operation. Advise what you have, to Box 838, Canada Lumberman, Toronto, Ontario. 2

Maple and Birch Wanted

We are open to buy for prompt delivery: 1½ in., 2 in., 2½ in., Maple and Birch, No. 2 Common and Better.

State lowest cash price with point of loading. Grade to be stated and guaranteed. Box 825, Canada Lumberman, Toronto, Ont. 24-2

For Sale-Lumber

Maple and Beech For Sale

Lumber cut to order and some long Pine.

J. C. SCRIPTURE,
Colborne, Ont.

Piling and Square Timber

2,000 pcs. piling, 30 ft. to 60 ft. long, 7 or 8 in. top.
100,000 ft. square timber, 4 x 4 in. to 10 x 10 in., 12 to 16 ft. long.
Box 828, Canada Lumberman, Toronto, Ont. 1-2

Shavings For Sale

Baled Shavings, car loads and small lots.
The Boake Manufacturing Co., Ltd.,
2-5 Toronto, Ont.

Hemlock and Birch For Sale

2 cars of 2 x 6 Hemlock, dry.
1 car of 1 x 7 and wider dry Birch, Com.
Peterborough Canoe Co., Ltd.,
2-5 Peterborough, Ont.

Mill Cull for Prompt Shipment

1 in. and 2 in. No. 1 Mill Cull and No. 1 and No. 2 mill cull mixed for prompt shipment. Write for quotations. The Elgie & Jarvis Lumber Co., Ltd., 18 Toronto Street, Toronto, Ont. 2-3

Lumber For Sale

Two cars 4 x 4 Maple Boxed Hearts.
One car 5 x 5 Maple Boxed Hearts.
One car 6 x 6 Maple Boxed Hearts.
Seven cars Fir Doors.
Three cars Fir Columns.

GEO. C. GOODFELLOW,
Montreal, Que.

For Sale-Machinery

Vertical Boiler For Sale

Vertical Boiler, 12 H.P., height 7 feet 6 in., fully equipped and in first-class condition; no leaks. Smallman & Ingram, Ltd., London, Ont. 2

Jenckes Corliss Engine For Sale

One second-hand Jenckes Corliss Engine, 12 in. x 30 in. cut. Description and price on application to

Canadian Ingersoll-Rand Company, Ltd.,
2-t.f. Toronto, Ont.

For Sale-At Low Prices

One Wood Table Cut-Off Saw.
One Wood Table Rip Saw.
One 36" Wood Table Band Saw.
One 7-foot Table Jointer, 14" Round Head.
One Single Spindle Shaper.
One Wood Frame—one Side Sticker.

Address, R. L. WEBB LUMBER CO.,
2 Sturgis, Mich.

Locomotive For Sale

Fifty-ton standard gauge Climax geared locomotive in first class shape. Immediate delivery. Box 827, Canada Lumberman, Toronto, Ont. 2

Equipment For Sale

1 Portable Saw Mill, fully equipped with Trimmer, 3 saw Edger, Jack and slush chains.
1 J. I. Case Co. Traction Engine.
1 Twenty-five foot Towing Boat, with 12 H.P. gasoline engine.
A quantity of light steel rail, 8 x 12 lb.
23 sets logging sleighs.
2 Water Tanks.
1 Patent Snowplow.
3 teams heavy horses, and other logging equipment.

This outfit can be seen in operation at Nowar, Ont., after January 20th, and possession given March 1st, 1919. Will sell separately or collectively.

The Ontario Bark Company, Limited,
2-5 Huntsville, Ont.

Proctor Dryer

45 x 15 x 9, in good condition, 4500 ft. 1½ Steam pipe radiation. Will sell cheap. P. Steiger Trunk Co., 637 Broad St., Newark, N.J., U.S.A. 2

Equipment For Sale

1 MacGregor-Gourlay double head tenoner.
1 Mattison variety lathe, 24 in.
1 pony planer, 24 in.
1 elbow sander.
2 Reynolds screw drivers, No. 2.
1 15 H.P. C.G.E. motor, 220 volt.
1 50 H.P. C.G.E. motor, 550 volt.
1 35 in. Sturtevant fan.

Peterborough Canoe Co., Ltd.,
24-3 Peterborough, Ont.

For Sale

1—17 x 24 Atlas Engine, with 36 in. x 10 ft. flywheel.

3—No. 94 Berlin Matchers, 15 in., fitted with hard steel knives on top and bottom cylinders—one pair shiplap, jointer and flooring heads with bits for each machine.

1—No. 182 Berlin Double Surfer, 30 in. x 6 in.

1—No. 199 Berlin Buzz Planer.

1—No. 290 Berlin Picket Header.

The Otis Staples Lumber Company, Ltd.,
19-t.f. Wycliffe, B.C.

Wanted-Employees

Advertisements under this heading two cents a word per insertion. Minimum charge 50 cents.

WANTED—First class sawyer for single cut Band Saw, left hand. Steam feed and nigger. Give references and best price. Address, D. G. Rheault, Mont Joli, P.Q. 2

Saw Mill Superintendent Wanted

Large Lumber Company wants capable and experienced saw mill superintendent to take charge of saw mill and barking plant in Northern Ontario. We want a good executive with knowledge of bush and driving operations. Reply in strict confidence giving full details of experience, salary expected, etc. Address Box 839, Canada Lumberman, Toronto, Ont. 2

WANTED—ONE OR TWO MEN capable of operating portable mills cutting hardwood—by thousand preferred. Several years' run, winter and summer. Near Sault Ste. Marie. Good timber. We deliver logs and haul lumber. Box 829, Canada Lumberman, Toronto, Ont. 1-2

Wanted-Employment

Advertisements under this heading one cent a word per insertion. Box No. 10 cents extra. Minimum charge 25 cents.

Wanted Position

BY AN ACCOUNTANT with ten years' experience in the lumber business, three years at large mill, balance in wholesale and retail. At present employed as Secretary-Treasurer. Able to take full charge. Box No. 252, Canada Lumberman, 119 Board of Trade Bldg., Montreal. 1-3

WANTED POSITION BY FIRST CLASS BAND SAW FILER, 20 years' experience; can furnish first class reference. Box 830, Canada Lumberman, Toronto, Ont. 2-3

WANTED POSITION BY PRACTICAL LUMBERMAN; fifteen years' experience in all branches. Last ten years Sales Manager for large Canadian company. Box 785, Canada Lumberman, Toronto. 18-t.f.

WANTED POSITION AS MILL SUPERINTENDENT by first class man. Can get results. 20 years' experience. Can start first February. Box 837, Canada Lumberman, Toronto, Ont. 2-8

Advertiser desires position in lumber trade. Experienced office man. Correspondence, financial, secretarial duties, selling experience. Montreal, Eastern States. Eleven years' experience wholesale business. Box 13, Canada Lumberman, Board of Trade, Montreal. 2

By practical sawmill foreman or superintendent, thoroughly understands repairing and operating and can give results; have had experience in Georgian Bay and North Shore mills, both band and gang. No mill too large. Box No. 840, Canada Lumberman, Toronto, Ontario. 2-3

Wanted position as Double Cut Band Saw Filer or mill superintendent. I am also an all-round millwright. Will go anywhere if the money warrants it. Can furnish excellent references. Reason for changing is our season's shortening. E. S. Chalut, 65 Harvey St., Chatham, Ont.

Position wanted by gentleman, 29 years of age, speaking French fluently and having thorough knowledge of lumber business in every branch, holding a Lumber Culler's license. Good education with book keeping and typewriting knowledge and having been employed four years as Chief and travelling examiner in lumber department of the Imperial Ministry of Munitions. Have also lumber selling experience with good connections in New England States. Can furnish good recommendations and start work at once. Box 503, Canada Lumberman, 119 Board of Trade Bldg., Montreal, Que. 2

Business Chances

Box Shooks

Montreal firm would like to act as Agents for reliable Box Shook Manufacturers. Car load or less. Box 830, Canada Lumberman, Toronto, Ont. 1-2

For Sale

Building and Machinery of good Sawmill, well equipped with steam feed, canter, loaders, etc.

If you want a good mill, address Box 762, Canada Lumberman, Toronto, Ont. 15-t.f.

Ships Knees

We are open to make contracts for delivery during winter and spring of all sizes Spruce and Juniper Knees, 5 inch to 12 inch. For further particulars, apply,

Musgrave & Co., Ltd.,
Eastern Trust Building,
24-3 Halifax, N.S.

Opportunity for Live Salesman

Having disposed of my sawmill am opening an office in Toronto to wholesale lumber and wish to get in touch with a live, energetic, experienced lumber salesman who understands buying from the mill and has had experience in selling in car lots to the trade in Toronto and Western Ontario. I will invest sufficient capital to carry the business. Profit to be divided after allowing for salary and expenses or would form a partnership with the right man. In first letter give full details of experience, also state age and religion. Must have excellent references. Strictly confidential. Box 815, Canada Lumberman, Toronto, Ont. 23-2

Timber Land For Sale

500 acres of timber land in Parry Sound, 2 1/2 miles from station, estimated about 3 million feet and about 30 thousand ties. A splendid proposition for portable mill. Would consider partnership. Box 842, Canada Lumberman, Toronto, Ontario. 2

For Sale—Valuable Saw Mill

Stave and heading plant in eastern North Carolina, accessible to both pine and gum timber, water and rail transportation, brick dry kilns and all other appointments of a first-class property. Stave and heading machinery recently newly installed. Address,

"STAVES & LUMBER," Box 167, Burgaw, North Carolina. 1-4

Agency Wanted

Gentleman living in South Wales, Great Britain, with a large pit prop and colliery timber connection, wishes to act as distributing agent for a lumber merchant or exporter in Newfoundland or elsewhere, and would also purchase loads of pit props cut to specification. Advertiser would come over and interview merchants anxious to do business. J. Griffith Jones, Colliery Timber Merchant, Llanelly, S. Wales, Great Britain. 1-4

MILL AND LIMITS FOR SALE in New

Ontario. Would sell outright or half interest. Excellent opportunity for a lumberman. Reason for selling, short of capital. A fortune awaiting the right man. Address, J

Apartment 3 A,
578 Dorchester St. W.,
Montreal, Que. 2

In order to close Estate in Town of 3,000 population in Province of Quebec on G.T.R., Factory now making Sash and Doors, House Trim, etc., 125 Horse Water Power, Dry Kilns, etc., is for sale or would consider organizing stock company with party having some capital capable of managing the business, or plant could easily be converted into Handle and Woodware factory. Unlimited supply of birch, maple, and beech lumber in vicinity. Party with capital thoroughly understanding the manufacturing and marketing of these lines would be offered an attractive proposition.

Interested parties address Box No. 844, Canada Lumberman, Toronto, Ont. 2-7

Big Pine Property For Sale

Eastern associates, for business reasons, will sell their Western timber holdings and mill. Plant now operating.

Annual capacity, 30 million feet.

Product firmly established in extensive markets.

32,000 acres Western Soft Pine Timber.

500 million feet tributary to mill.

Exceptional opportunity with moderate cash investment.

Principals only.

For full particulars, address Box 421, Canada Lumberman, Winch Building, Vancouver, B.C. 2-3

Miscellaneous**FOR SALE****Relaying Rails**

2000 tons 60 lbs.

500 tons 56 lbs.

Reinforcing Steel Bars

100 tons.

100 tons (round) 1 in. x 16 to 17 feet long.

R. T. GILMAN & CO.,

211 McGill St. Montreal 1-2

Pushing Storm Door and Sash Trade

Two factors have taken some of the impetus away from the campaign started early last fall to

sell more storm doors and sash. One is the advent of peace, which has made saving coal for war industries a less pressing necessity, and the other is the mild weather which has been generally experienced. says the "Southern Lumberman."

This should not deter the retailer, however, from taking advantage of the improved market for this equipment which the publicity run by the manufacturers in leading newspapers has created. The writer was reminded of the value of this publicity recently when passing the warehouse of a dealer who has put up a big sign carrying the following words: "Buy Your Storm Sash Here."

The sign suggested that the lumbermen realized the effect that the advertising had already created—the greater appreciation of storm sash on the part of the public. It had got beyond the argument stage, for he was appealing directly to those who had been converted by the storm sash advertising, and who were at the point where the principal question was where to buy.

Likewise, the sign must have had an effect on those who had not seen or been influenced by the advertising. "Buy Your Storm Sash Here" is a good deal like the sign of "Rubbers" on a shoe store window on a rainy day; it suggests that sales argument in favor of the products are not needed, but that the weather conditions constitute an argument that every sensible person will admit the force of. Hence the very absence of qualification in the assumption of the need of storm sash helps to create a similar assumption in the mind of the prospective user, whether it has existed there before or not.

Retailers have been missing a sales opportunity in not pushing storm sash and doors heretofore, and the fact that conditions have changed since the general campaign to promote the sale of these goods was started should not affect the plans of the dealer who has the market, the stock and the will to put it into the hands of those who can make the best possible use of this equipment.

How Cost System is Advancing

Cost accounting is receiving more attention and special study to-day than ever, not only by the progressive individual lumberman, but by all business and trade organizations. In a recent notice received from a western lumber association, the following significant reference appears: "Plans for the introduction of a uniform system of accounting in all the mills now are complete and will be outlined to the delegates. It is plain that the industry never will be able to secure an accurate analysis of its operating costs unless the mills keep their accounts uniformly alike. After months of preparation the committee in

charge of this work is ready to introduce a system which all will be urged to adopt."

I Am Your Worst Enemy

I am the ruler of retail reverses. I am the Lord High Potentate of Failure.

I am the reason for that downward slant on your profit curve.

I am the cause of the silent sickness that stills your cash register bell.

I am the origin of dissatisfied customers and loss of trade.

I am the haven of uncertainty in the midst of certain profits.

I am the element of chance that turns a winning business into a losing gamble.

I am the fountain-head where springs the majority of your troubles and worry.

I am the key to the problem why more than 15,000 retailers fail every year.

I am the why and the wherefore, the direct and proximate cause, the germ and the genesis of unsuccessful merchandising.

I am the Sticker, the Shelf-Lounger, the Left-Over, the nameless child of an unknown father.

I am the unadvertised product! —Retail Public Ledger.

\$2.00 a Year

24 Issues

Big value to any Lumber Manufacturer or Dealer.

ARE YOU A SUBSCRIBER?

CANADA LUMBERMAN
347 Adelaide St. W., TORONTO

**CUT YOUR SELLING COSTS**

Use MacLean Daily Reports and know where the projects are that offer the most profitable business. Reduce the percentage of wasted time and lost orders by concentrating on the most likely opportunities.

Rates and Samples on Request.

MacLEAN DAILY REPORTS, Ltd.
345 Adelaide Street West, TORONTO

L. & H. Lumber Co., Inc.

77 Kilby St., Boston, Mass., U.S.A.

Successors to

William E. Litchfield

and

Herbert F. Hunter

MANUFACTURERS

AND DEALERS IN

Western and Northern HARDWOODS

WE WILL BUY

Factory Flooring.
1 and 2 in. Ash, Log Run.
Clear Maple Square, 4 in. to 8 in., lengths 8 ft. and longer.
Maple and Birch, Good and Common.
1 to 2 in. Basswood, Log Run.

WE OFFER

Ash, Oak, Walnut, Sycamore, from Litchfield Bros., No. Vernon, Ind.
Selected Philippine Mahogany.
From Boston and the Coast

BELTING FOR SALE

We have a large quantity of Second-Hand Rubber and Leather Belting in all sizes and plys up to 24 inches in width, which we can sell at interesting prices. Send us your requirements.

N. SMITH

138 York St. - Toronto, Ont.

Tea that is all genuine leaf and produces the greatest quantity of flavoury satisfying infusion

"SALADA"
Send for samples and prices.
SALADA TEA CO. TORONTO

Manufacturers of

WIRE For TYING, BUNDLING and many other purposes. NAILS, etc.

LAILAW BALE-TIE CO., Ltd.
HAMILTON, ONT.

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Veterinary Wonder Remedies

10,000 one dollar (\$1.00) bottles Free to horsemen who give the Wonder a fair trial. Guaranteed for Colic, Inflammation of the Lungs, Bowels, Kidneys, Fevers, Distemper, etc. Send 25c for Mailing Package, etc. Agents wanted. Write your address plainly. DR. BELL, V.S., Kingston, Ont.

We offer for Immediate delivery—

30 M. 4/4 Beech, No. 2 C. & B.
50 M. 6/4 Beech, No. 2 C. & B.
150 M. 4/4 Maple, N. 2 C. & B.
100 M. 4/4 Birch, No. 2 C. & B.
300 M. 4/4, 8/4 & 12/4 Soft Elm.
20 M. 4/4 Oak, plain, No. 2 & B.

Prices are very attractive

PEDWELL HARDWOOD LUMBER CO.

79 Spadina Ave - TORONTO

TIMBER LANDS

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Timber and Pulp Wood Estimates

R. R. BRADLEY

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"Canada's Greatest Live Stock Market" Capital, \$1,500,000. Two Hundred Acres, Dundas St. cars to Keele St., West Toronto. Auction Sales every Wednesday. Private Sales Daily.

Correspondence Solicited.

WALTER HARLAND SMITH

Manager Horse Dept.

Review of Current Trade Conditions

Ontario and the East

The most interesting news of the week is the cable despatch that the timber controller of Great Britain will purchase in Canada half a billion standards of forest products or about one million feet, b.m. The intelligence has been received with much satisfaction by the industry in general. It is felt that this will create remarkable prosperity in the trade and it is understood that every Canadian producer who is registered on the list of the trade board at Ottawa will be afforded opportunity to sell. Purchases will be allocated upon a territorial basis and there is encouragement exuding on all sides. It is further stated, although the details have not yet been worked out, that the lumber must be delivered within the next twelve months and will aggregate in value between \$40,000,000 and \$50,000,000. In negotiations which will be carried on direct with Canadian lumber producers, word received from Ottawa states that the British Government will supply the requisite bottoms to carry the wood products to Great Britain. The big order is largely the result of the successful work and energy of the War Mission in London, England, which is headed by Mr. Lloyd Harris and the Canadian Lumbermen's Association.

It is said that the necessary Canadian credit which renders the huge lumber transaction possible was arranged between the Dominion Government and the Imperial Government some time ago and the credit is to be availed of to the extent that is rendered necessary by International Exchange.

Wholesale lumbermen who have been doubtful about the early placing of foreign business, have come to the conclusion that things are going to open up more rapidly and auspiciously than at first expected. Instead of present prices prevailing, they are talking of an advance on certain lines, particularly common lumber in 1 in. boards. Good siding, 3 in. deals and cutting-up lumber are in active demand while there is a scarcity of No. 2 culls. The number of enquiries continue to improve and everything looks bright for the future. There will be no lowering in the cost of logging this year as wages are being maintained at their present level while supplies range high and everything else in like proportion.

Shrewd dealers have been placing orders ahead of time. One leading buyer, in a neighboring city across the border, bought thirty-three cars of one inch, common poplar the other day. The salesman who called, was rather astonished at the size of the business, but the purchaser said: "I am willing to take a chance and pay present prices for I expect that values will go much higher. Toward the end of January every one will be looking around for stock and making inquiries and by that time I will have mine in. When every one enters the market you know what results, ascending prices, detentions in shipment, etc. I intend to be forehanded so as to avoid all this, and do not think that I am making a mistake."

Some Toronto firms report that mills in Quebec are already asking from four to six dollars higher for merchantable spruce for 1919 cut than they were at this time last year. A leading hardwood wholesaler states that, during the holiday period, he sold more birch and basswood to factories than he ever did during a corresponding season. The orders came from automobile and motor truck plants, piano and furniture factories, gramophone and other concerns, who seemed particularly pleased that they could secure the quantities required, and be assured of deliveries and, in all this business, there was no price cutting.

In some of the inquiries, which are being sent out by the Ottawa authorities, there does not appear to be sufficient data given. Terms are too loosely applied, especially when business has to be secured on a competitive price basis. One recent invitation was "for two inches and thicker, merchantable hardwood." The kind was not stated whether it was birch, maple, elm, etc. "Merchantable" is a widely differing term in certain provinces and may mean log run with culls out or perhaps something else. It is also too comprehensive and not specific enough, and then the woods desired should be definitely classified. There are no national rules or regulations in Canada determining just what is "merchantable." To the experienced lumberman who enters the market for supplying what is required on the basis of price, official terms should be more specific. Being capable of a very wide interpretation and a too general application leads frequently to misunderstanding and dissatisfaction.

The market for B. C. shingles is pretty firm at the present time, and there is not a surplus stock on the market. Owing to large exportations to the United States since the close of the war eastern re-

presentatives are finding it somewhat difficult to secure supplies. It is reported that fully 80 per cent. of the B. C. shingle mills are in full operation. The market for lath has also picked up some during the past few days and the outlook is considered fair.

United States

There are encouraging possibilities for a good demand for early spring business, with prices holding firm and already inquiries of a favorable character are being received from many quarters. In all leading centres there is a spirit of optimism and confidence prevailing which augurs happily for the future. Buying is, as yet, limited, but this is to be expected as the recovery from the holiday quietness will be slow. With the demand for export looming stronger all the while the feeling grows steadily that export trade will be very large. During the last year or two much necessary work has been set aside or held up, so that the new era should bring a tremendous improvement. It is felt that 1919 will be a banner year. It is said that the cut in Maine this season will be from twenty-five to fifty per cent. short, but, with the opening of the Panama Canal and lumber shipments coming through from the West Coast, this will more than offset any shortage in certain eastern sections.

A well-known Pittsburg firm presents a comprehensive review of the situation, saying that for several years domestic speculative building has been at a standstill, so that in all of the large centres there is a noticeable lack of housing facilities, which will necessitate a considerable revival in the building industry just as soon as everyone is satisfied that present values have come to stay. We are of the opinion that the present values are fixed and for the next few years to come we do not anticipate any lower values, but on the contrary believe that all commodities will command an even higher price than has prevailed under Government supervision in view of the fact that the demand will be greater. In addition to the revival of domestic building, we believe that all American manufacturers will secure an unusually large volume of export business which will more or less favorably affect the lumber industry since everything that is exported to the other side must be properly crated and boxed, which means prosperity for the box makers and a strong demand for all low grade material. In addition to this, while we are not able to conceive the large volume of lumber that will be required for reconstruction work, we firmly believe that the demands will be tremendous, so we can not help but feel optimistic as to the coming year.

It may mean a couple of months for the lumbermen to mark time and to keep a stiff backbone until business gets properly turned to a fixed peace basis, but we believe that this change will come quicker than many have expected and believe that before many months in the new year the mills will all be enjoying unusual prosperity.

It is regarded by the trade as practically certain that because of the virtual elimination of all imports of American hardwoods and timbers into Great Britain, France, Belgium and other foreign countries during the war, except for purely war purposes, there will be great demand from Europe. It is recognized that there is at present a scarcity of ocean freight room for the transportation of these commodities. It is also recognized that there is timber control in Great Britain and France and that, so far as other countries are concerned, there is little in the way of shipping room available. But it is pointed out that this demand must be filled if private industry abroad is to be rehabilitated and put back to work on anything like a normal basis and that, between the United States and British governments, between the British mercantile fleet and the American merchant marine, a way will be found to provide sufficient increase in shipping room to bring about gradual but steady increase in the quantity of lumber and forest products moving overseas during 1919. Inquiries have been already received for millions of feet among southern hardwood lumber manufacturers and the Southern Hardwood Traffic Association is organizing an export department that will put forth its best efforts to insure a cheap and rapid movement of lumber and forest products to Great Britain, France and other European countries.

The prevalent view regarding prices is not that they may be maintained, but that they must be maintained if actual loss is not to be suffered by hardwood producers. There has been no reduction in the cost of producing hardwoods. Labor is as high as heretofore. Foodstuffs cost as much as usual, if not more than at any previous



View of Mills in Sarnia.

BUY THE BEST

Retailers and woodworking establishments who like to get A1 NORWAY and WHITE PINE LUMBER always buy their stocks from us because we can ship them on quick notice. It pays to have the goods, but it pays better to "deliver" them.

We also make a specialty of heavy timbers cut to order any length up to 60 feet from Pine or B. C. Fir.

"Rush Orders Rushed"

Cleveland-Sarnia Sawmills Co., Limited

SARNIA, ONTARIO

B. P. BOLE, Pres. F. H. GOFF, Vice-Pres. E. C. BARRE, Gen. Mgr. W. A. SAURWEIN, Ass't. Mgr.

time. Machinery and timber are as high as ever. Logs must be hauled longer distances than ever before and the proportion of small trees is larger than it has ever been.

The market for the coming year, it is contended by a leading manufacturer, will depend entirely on the manufacturers themselves. Everything, he believes, depends on their intimate knowledge of costs to manufacture their product and do business; and combining this knowledge with a good measure of courage and initiative, he declares, will produce greatest results. This after-the-war business will be carried on on a different basis from the business of the past. It will not permit the former laxness, the former ignorance of its fundamentals and details, the former misinformation, based on inaccurate and merely superficial analyses. It will require a fuller introduction of science into production and marketing, closer application, a more complete knowledge of its details and of the conditions and influences regulating it. If one is to produce and market one's products intelligently, to best advantage and greatest profit, of the most necessary things to know intimately is costs. Without this knowledge the manufacturer can not fairly or profitably meet the competition of his neighbor who does know his costs and bases all his transactions on this knowledge. The future holds much in store, and in order to receive his full share of it the wise manufacturer will immediately set about remodeling his business along more scientific and modern lines, the first step of which is ascertaining his costs.

Great Britain

The relaxation in control of lumber and the relieving of the trade of a number of restrictions, which have prevailed during the greater portion of the war, have been received with a large measure of satisfaction. There is not yet complete emancipation, but it is sure to come in a few weeks. At a recent meeting of the Importers' Section of the Federation a resolution was carried to the effect that in the opinion of this meeting, the control should be removed at the earliest possible moment, and that, in the meantime, the system of permits should be abolished at once. The following are the concessions which have been granted; Home-grown wood may now be purchased without a permit; hardwood stocks of the Government are to be released to the trade; imported softwood may be sold in bigger quantities without restrictions. This last concession will probably necessitate the issue of larger quantities into the yards of retailers, and therefore make generally for greater freedom of action.

In regard to the imports of timber the reduction in November, as compared with a year ago, is not so heavy as it has been of late. In November, 1918, 185,964 loads, to the value of £1,855,009; in November, 1917, 272,512 loads, to the value of £2,614,628. This is a reduction of 31 per cent. in quantity and 29 per cent. in value. During the last two or three months the reduction, both in quan-

tity and value, has been nearly 50 per cent., and some improvement has therefore been made.

Speaking of the hardwood situation the "Timber Trade Journal" in a recent issue says: It is gratifying to have to report that a forward movement has been initiated by the Controller, whereby an approach towards the freedom of trade, as enjoyed in pre-war times, is effected. By the terms of the official notice relating to sleepers and softwoods, the Controller has cancelled the clause in the order of October, 1918, which made it obligatory on the part of the trade and consumers, to obtain permits for the sale or purchase of any imported or native-grown hardwoods and plywoods. This removes most aggravating restrictions which have tried the patience and fettered the action of the trade since the measure came into force. Sales and purchases or agreements for the same can therefore now proceed without restrictions and as freely as in former days. This is a first step towards emancipation. The next, and most important, is how the supplies are to be obtained in order to profit by the relief that has been afforded.

We understand that, at the prices fixed by brokers and agents on specified parcels of dunnage wood that were placed in their hands by the Government, business is taking place, a considerable demand having been found in many quarters for several descriptions of the stock. No regular or fixed prices have been put on these goods by the Controller—a wise proceeding, considering that, although graded in a certain measure, much diversity exists, as is usual, in the specifications, condition, and general quality of these parcels. Prices for the goods are considerably lower than most of the extreme rates that have ruled of late, but are nevertheless, and as might be expected, on an advanced scale. Such rates we have got to get used to, for it is extremely doubtful whether we shall ever again descend to a basis of rates such as ruled in pre-war days.

With these stocks and such negligible supplies that are still left in various directions in the market, trade is slowly moving, and the outlook in regard to future activity in most quarters appears generally satisfactory.

Canadian pine stocks were slightly reduced during the month. For waney pine, first class, about 3,000 cubic feet consumption left the present stock at 30,000 cubic feet, all held in Manchester. For second class there was little inquiry. For square pine, red pine, oak and elm there were no stocks. The light import of pine deals was again exceeded by deliveries. Stocks very light.

The imports of New Brunswick and Nova Scotia spruce to the Mersey, including the Manchester Canal, amounted to 2,540 standards, which included an entire cargo to Liverpool on Admiralty account. The consumption was restricted to 1,080 standards, rather more than half going from Manchester. Stocks, however, are on a very low footing, the total holdings of Liverpool and the Manchester Canal being only 4,370 standards.

Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD**

Five Million Feet of Deals Sold at St. John

The New Year has ushered in a spirit of optimism for the lumber manufacturers of this section of the country. They certainly feel that with all the risks they take from time to time and are taking this winter they should have a fair profit on their year's business. If the manufacturers could sell direct they would be better off financially, but at the same time the element of credit would undoubtedly cause a greater risk to themselves. During the opening days of the year a further sale of some five million feet of deals has been put through to the British Munitions Board, at or around forty dollars per thousand feet free alongside ship. In the near future we shall likely see further sales to the British Government, as it is understood they are to purchase one billion feet of deals, etc., in Canada, that the question of credit has been settled and all that remains is the matter of price and the allotment of different quantities to various sections of the country. When this will be settled remains to be seen. The manufacturers are certainly waiting developments and are hoping to learn before long what they will have to look ahead to for the coming season.

The cut of logs on the St. John river and tributaries will be about the same as in 1918. This, of course, is providing snow remains to haul with and the driving in the spring is a success. Labor is not nearly so scarce as a month ago and woods wages are if anything somewhat easier, but the chopping season is well advanced and now it is horses and hauling logs to streams. It is said that the American

operators in Maine are increasing their cut over the early fall and winter plan and will now get about two-thirds their normal cut. Many deals are being loaded in transports at St. John, and will continue shipments as fast as boats are provided. Each steamer, if loaded to full capacity, will carry three and a half to five million feet, but the liners besides taking package cargo are all taking deals.

Local trade in factory material for the building trade shows a falling off the past two weeks and no doubt this condition will remain until such times as conditions settle themselves onto what demands the future will make on the trade. No building of houses or repair work is being attempted at present. Prices remain as firm as during the past two weeks and show no sign of weakening as there are no surplus stocks.

Montreal is Pleased Over Large British Purchase

Conditions in the Montreal market have not changed to any appreciable extent. Local trade is dull, but there has been an increase in inquiries from across the border. Wholesalers report that prices keep firm, and that there is no indication of any weakening—the trend is in the other direction. Generally speaking the view is that business will gradually pick up, although nothing in the shape of a boom is expected.

The chief topic of discussion is the report from London that the British Government will take a billion feet of Canadian lumber. It

No trouble to get this milk into camp—

Freshly pasteurized separated milk is reduced 90% in weight and bulk when by removing that percentage of water it becomes the dry powder KLIM. Its flavor is not changed, nor its food value lessened.

KLIM is the cheapest milk to ship, and the most nutritious for every day use. It comes to you from your supply house in cases holding six 10 pound tins. Ship any distance you wish as long as it is kept dry, and it will not freeze nor spoil. Store in any dry place. It is always ready for use, direct from the tin for mixing dry with flour, sugar, etc., in baking or cooking, or for whipping into water for use as a liquid.

KLIM is the best pasteurized milk in its most convenient form.

Wholesale supply houses will ship Klim in handy 10 lb. tins—6 tins to a case. Order a case with your next lot of grocery supplies. You will never regret it, neither will your men.

Canadian Milk Products Limited

TORONTO — MONTREAL

Stocked by all Wholesale and Retail Grocers

Canada Food Board License No. 14-242.



Vary your Bill of Fare

YOUR Men will work with a better will if you serve variety meals. They cost less.

Cold weather now makes it possible to use Fresh Meat in your Camps.

FRESH BEEF
Sausages
Headcheese
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Beef Livers
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Beef Tripe

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ALLOW US TO QUOTE YOU PRICES

THE HARRIS ABATTOIR COMPANY, LIMITED
WEST TORONTO — CANADA.

Branches at: SUDBURY and OTTAWA, ONT. - HALIFAX and SYDNEY, N.S. - MONTREAL and QUEBEC, QUE. ST. JOHN, N.B.
Canada Food Control—Blanket No. 165

has been known for sometime that negotiations were taking place, so that the announcement was not a surprise to many lumbermen; the amount cabled, however, was larger than was expected. It is probable that the shipments will be spread over a period of more than twelve months. The effect of the purchase will be to steady the general market, and also to harden values. Although stocks held for export are known to be very considerable, owing to restricted shipments last year, the taking off the market of such a large quantity of lumber cannot fail, it is held, to beneficially affect values. The news of the proposed purchase was very welcome to Montreal firms, who found their commercial business cut down to a low point during last year. A considerable amount of lumber left the port during the past season, but it was nearly all on Government account, part of which passed through the hands of exporters. Advices from Great Britain state that the restrictions on the lumber trade are being removed, and that all signs point to the business getting down very shortly to a normal basis.

The building permits for the year indicate that the season was better than was at one time anticipated. The total was \$4,882,873, a gain of \$495,235—this being the first year that an advance has to be recorded since 1913. Of the total, \$3,951,665 represented new buildings, and \$1,291,108 repairs. Only 269 new houses were erected.

The combined exports of pulpwood, pulp and paper continue to increase. For the month of October, the value of pulpwood was \$912,114, a gain of \$259,480; chemical pulp was \$2,914,255, a gain of \$951,969; mechanical pulp \$396,189, an increase of \$12,427; and of paper, \$3,317,237, an addition of \$479,000. Figures for the first seven months of the current fiscal year show a total of \$57,245,135, a gain of \$14,873,782 over the corresponding period of 1917, and of \$28,864,533 over 1916.

Ottawa Reports Little Change in the Situation

Little if any outward general change was shown in the Ottawa lumber market during the first two weeks of January as compared with the closing two weeks of last year. In comparison with a corresponding period a year ago the market was hardly as brisk. There was not the requisition for shell box stock nor was the demand from the United States the same.

Prices in all grades held firm. Sales were few and far between. Transportation remained good and labor conditions, if anything, picked up a little. Orders were reported a little more plentiful than during the closing period of December and inquiries remained about the same.

Following upon the holiday period the general tone of reports, while not the brightest, could have been a whole lot worse. In short, while there was not a great deal of activity, lumbermen were a long way from being downhearted and seemed quite content to wait until later on in the winter and early spring months for business to pick up.

The situation with the lumbermen seemed to be that "Rome was not built in a day," and even in the wildest dreams of their imagination they do not expect that conditions built up and brought about by four years of world war will change overnight into normal times and revert to ordinary business channels.

Business is coming, may be good business—better business than they ever had before, is the prospect, and the lumbermen are confident it will come. They are prepared to wait its arrival as time and conditions so will and welcome it when it gets back home again. Of course, any of the trade that sees trade approaching ahead of the other fellow is not going to wait till it arrives, but is going out to meet it. Meanwhile while nobody sees anything they all sit tight.

Taken all around the lumber trade seemed to be enjoying its usual winter nap, with this exception—everybody with lumber to sell "slept" with one eye open.

The outlook as to the spring months and early summer trade seemed more or less a hit-and-miss proposition. With the exporters to European countries the trade should strengthen considerably. On the other hand retailers and some wholesalers report that architects are not overly busy and have got no great amount of work ahead. They take this as a criterion of a slow summer. On the other hand, there are those who are quite content with the business they are doing—it may be small at present, but it is steady and they have strong hopes it will grow bigger.

Reports regarding woods operations were the brightest that have come through for many weeks. Operators are straining every nerve to catch up with the programme as originally mapped out and see if they can try to equal last year's output. The season, while it has been excellent for cutting, has so far been poor for hauling. Many bogs and swamps have not been frozen over sufficiently to permit teams to cross them.

The outlook for factory work for the next few months is not the brightest unless an unexpected big order for commercial houses comes from Europe soon. W. C. Edwards Company expects to continue through the winter on commercial boxes and other grades, but

with the remainder of the woodworking plants it looks like quiet season ahead. Shingle, lath, sash and door, and building grades remained practically at a standstill.

Canadian Lumbermen Honored by the King

In the list of New Year honors, it is pleasing to record that recognition has come to two well-known young Canadian lumbermen who have been rendering splendid service overseas.

Lieut.-Col. Frank J. Carew, officer commanding No. 1 district, Canadian Forestry Corps in France, has been made an officer of the Order of the British Empire. He is the eldest son of John Carew,



Lieut. Col. Frank Carew, Lindsay, Ont.

M. L. A. Lindsay, and previous to going abroad was associated with his father in the John Carew Lumber Co. Lieut.-Col. Carew is now in Alencon, France.

Major A. B. Gillies, of Gillies Bros., lumber manufacturers, Braeside, Ont., and a son of David Gillies of Carleton Place, Ont., has also been made an officer of the Order of the British Empire. The many Canadian friends of Col. Carew and Major Gillies will extend hearty congratulations on the honors they have won.

Newsy Happenings from St. John

From the present outlook a record will be established at St. John this season in the shipments of lumber overseas. Large ocean liners and sailing vessels are weekly carrying away quantities of deals for the British and French governments for reconstruction work in devastated regions in France and Belgium. On the C. P. O. S. liner, "Corinthian," which was recently wrecked on the north west ledge of Briar Island, in the Bay of Fundy, there were 106 standards of deals. Large quantities of Douglas Fir have been coming through to this port from the west for shipment overseas and are being forwarded by ocean liners to their destination. Quantities of clear spruce for aeroplane construction is also being shipped for the British government.

William L. McAdoo, of Kars, King's County, N. B.; George R. McKean, of St. John; and W. E. Golding, of St. John, have been incorporated under the name of the Hampstead Lumber Company Limited, with a capital stock of \$12,000. Their head office is to be at Hampstead, N. B. The company is empowered to carry on a general lumbering, milling and pulpwood business.

G. H. Prince, chief forester of New Brunswick, recently returned from Halifax, N. S., where he attended a conference with forestry experts upon matters of greater forest development in Nova Scotia.

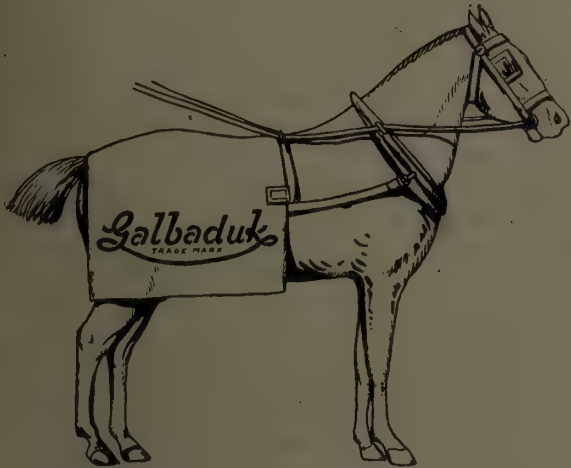
Word received a few days ago by Elwood Burt, of Fredericton, N. B., from Cranbrook, B. C., stated that the crew working in his logging camp, some seventeen miles from that town, had been struck badly by influenza. Despite this, however, the report said that operations were continuing although handicapped by loss of help.

R. O'Leary, of Richibucto, N. B., reports that logging operations are now in full progress in his district. There is enough snow in the woods to carry on, but unless more falls work will be retarded.

Mrs. Brand, wife of James B. Brand, a lumberman, passed away recently, after a brief illness from pneumonia. Mr. and Mrs. Brand were on a trip to the States and on their return Mrs. Brand contracted a cold which quickly developed and death resulted.

Galbaduk

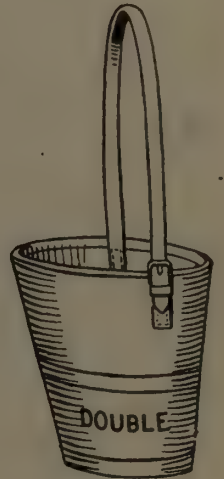
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1—20 H.P., Standard Inspection.

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The Purpose of the Saw Filing Room

Too Much Care Cannot Be Exercised in the Selection of the Gummer or Grinder

The fundamental principle of a filing room is to put saws into condition for cutting lumber. With this basis it will be our endeavor in the following discourse to show how this may be done in an economical and efficient manner, says C. A. Charles.

After we have decided to use saws, the next thing is to determine how these saws should be fitted in order to get the maximum output with the minimum input, since the expense of installing saws means that a return in dollars and cents of profit must naturally follow, for no man, or men, are in business for philanthropic notoriety.

The filing room should be equipped as nearly perfect as the nature of a mill will permit; some mills undoubtedly need more filing paraphernalia than others, while in other mills the reverse is true.

Beginning then, with those things most essential to the fitting of saws, the first thing to provide for the filing room is A. Filer, since the best equipment on the market is worth no more than scrap iron in the hands of a man who does not know how to use that equipment intelligently.

Many employers look upon the filing room as "one of those necessary evils" which attend the process of manufacturing any article of commercial value, and are content to entrust their money and profits to the hands of a \$2.00 a day filer, who in all probability does not really know the brazing tongs from a toothstop.

The Man in Charge and the Tools

When we have hired a man to do our filing, whom we know to be a good mechanic, we next should consult with him in regard to tools for the filing room, remembering at the same time to get those tools which are really needed, no more, and most certainly no fewer, than the work actually requires.

The heart of any filing room is, in our opinion, the saw gummer or grinder and too much care cannot be exercised in the selection of this important article. There may be the best of rolls installed (we take it for granted that the old time hammer artist has beaten his last tune and hung up his hammers, except for touching up small spots), the finest of swages and shapers, the keenest of grinding wheels, but with a grinder that does not grind square, is not free from vibration, and does not leave each succeeding tooth in the place its predecessor occupied, and above all one that does not operate smoothly both going into the gullet and also in raising over the backs of teeth,—unless the gummer has all these good points, our heartfelt prayer is "God Help the Poor Filer," his troubles will date from then until he leaves, is fired, or a new gummer is installed.

The following guide may be safely used when the question of purchasing a gummer arises; first, be sure to get a machine which will allow the saw to be hung around it: in other words, get a machine of the same hand as the saws. There are several reasons for this, but the most important one is, that the burr from the grinding wheel will then come on the inside of the saw blade, and will not tend to rub on the material as it is passing through the saw, because any rubbing of material on the blade tends to heat the saw and cause snaking.

Another reason is to conserve floor space, and we think most filers will agree with us that the majority of filing rooms do not have an over-abundance of unoccupied space. We might almost say as the poet did: "We ain't got room to cuss a cat, we have to back out of here to change our minds." It is also better to get a grinder a little

larger than necessary, for by so doing there is a little more body and weight to the machine which will help to do away with any vibration when power is applied. This question of vibration is certainly an important one. Lack of vibration gives us a nicely shaped and balanced tooth with the proper tooth form, while any grinder having excessive vibration will make the teeth more or less irregular and certainly will burn the face side of the teeth, causing them to case harden, and either crack off in the cut, or else crumble at the next swaging, and at the same time deform the swage die.

The Advantage of the Single Die

Be sure that the tooth is formed over one die. Some machines are built with two dies, and there is always more or less change in the position of the grinding head when going from one die to the other, which is not a very good feature. It is a great deal easier to set one die than two, to get the required shape, and then again the tooth shape can be kept more nearly correct by the use of the single die, which should be so designed that the grinding head falls easily into the gullet until it rises over the tip of the tooth-point.

The next point in grinder discussion is that of a spring end thrust for the grinding wheel. This should always be provided for no matter how heavy and rigid the machine may be built the tooth spacer will not always place teeth in exactly the same position and if this is not done "blued points" is the result, which, in turn, results in "cracking off" or "crumbling."

Just a word in closing, and we have covered the "Heart of the Filing Room." Keep all lost motion and loose joints out of the machine; fix all worn parts and bearings as soon as discovered, see that all wheel dust is carried away from the machine, and finally, go over the grinder at least once in two months to clean it up and see that all parts are "up to snuff."

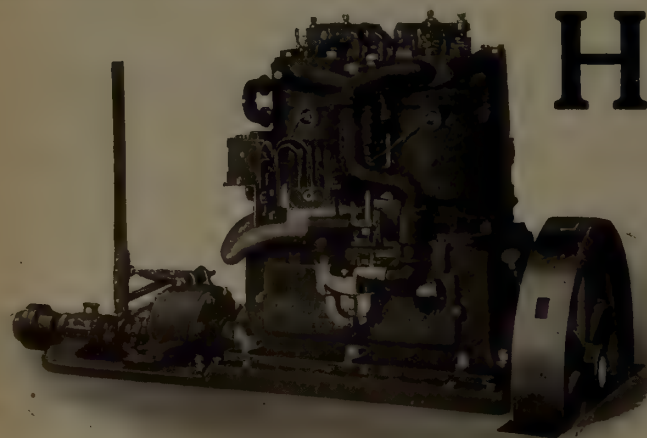
Timber Limits on St. Anne Change Hands

The Canada Paper Co., Limited, of Windsor Mills, Que., have purchased the timber limits, No. 1 to 6, on the St. Anne River, which were formerly owned by William Power and Hiram Calvin. The area of the limits is about 200 square miles, and not a stick has ever been cut on them. There is a large quantity of white pine and spruce on the property, and the Canada Paper Company feel certain that in acquiring this timber land they are assured of an unlimited supply of pulp wood for very many years. The Canada Paper Company will adopt modern methods in cutting and reforestation. F. J. Campbell, who is general manager of the company, is also President of the Canadian Julp and Paper Association.

Five Thousand New Houses Wanted

The Toronto Building Trades League sent on a number of suggestions regarding the housing problem to the Board of Control, Toronto. They suggest that the city take steps to provide for the financing and erection of 5,000 six-room detached houses on lots at least 25 feet wide and 150 feet deep, to cost approximately \$2,750 each. The Ontario Government's Housing Scheme is recommended as a source of financing the scheme.

They also suggested that a large public hall, with seating capacity for 10,000 people, be built in the vicinity of College and Yonge streets, to be named Victory Hall, in honor of the downfall of Kaiserism. Erection of pavilions in the parks, and more public lavatories in the city, is also suggested.



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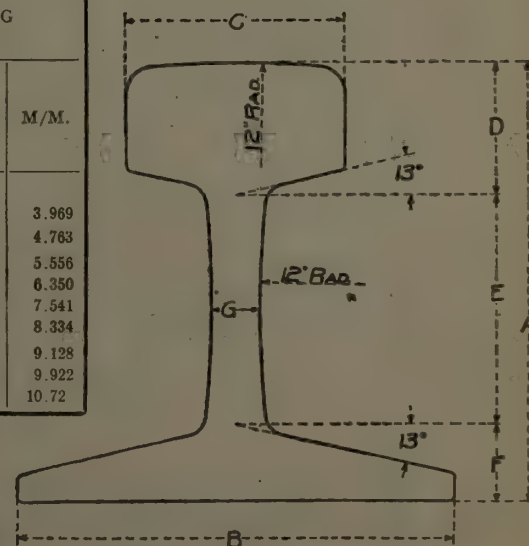
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8	3.97	1 $\frac{1}{16}$	39.69	1 $\frac{1}{16}$	39.69	1 $\frac{1}{16}$	20.64	1 $\frac{1}{16}$	11.91	1 $\frac{1}{16}$	20.64	$\frac{3}{16}$	7.144	$\frac{3}{16}$	3.969
12	5.95	2	50.80	2	50.80	1	25.40	$\frac{3}{16}$	14.29	1 $\frac{1}{8}$	27.78	1 $\frac{1}{8}$	8.731	$\frac{3}{16}$	4.763
16	7.94	2 $\frac{3}{16}$	60.33	2 $\frac{3}{16}$	60.33	1 $\frac{1}{4}$	29.77	$\frac{1}{4}$	16.27	1 $\frac{3}{16}$	34.53	$\frac{3}{8}$	9.525	$\frac{3}{16}$	5.556
20	9.92	2 $\frac{3}{8}$	66.68	2 $\frac{3}{8}$	66.68	1 $\frac{1}{2}$	34.13	2 $\frac{3}{16}$	18.26	1 $\frac{1}{2}$	37.31	$\frac{3}{8}$	11.11	$\frac{3}{16}$	6.350
25	12.40	2 $\frac{7}{8}$	69.85	2 $\frac{7}{8}$	69.85	1 $\frac{3}{4}$	38.10	2 $\frac{1}{2}$	19.84	1 $\frac{3}{4}$	37.70	2 $\frac{1}{4}$	12.30	1 $\frac{3}{4}$	7.541
30	14.88	3 $\frac{1}{8}$	79.38	3 $\frac{1}{8}$	79.38	1 $\frac{7}{8}$	42.86	$\frac{7}{8}$	22.23	1 $\frac{7}{8}$	43.66	1 $\frac{7}{8}$	13.49	1 $\frac{7}{8}$	8.334
35	17.36	3 $\frac{3}{8}$	84.14	3 $\frac{3}{8}$	84.14	1 $\frac{3}{4}$	44.45	$\frac{3}{4}$	24.21	1 $\frac{3}{4}$	45.24	2 $\frac{3}{4}$	14.68	2 $\frac{3}{4}$	9.128
40	19.84	3 $\frac{1}{2}$	88.90	3 $\frac{1}{2}$	88.90	1 $\frac{1}{2}$	47.63	1 $\frac{1}{4}$	25.80	1 $\frac{1}{4}$	47.23	$\frac{5}{8}$	15.88	2 $\frac{1}{4}$	9.922
45	22.32	3 $\frac{1}{2}$	93.66	3 $\frac{1}{2}$	93.66	2	50.80	1 $\frac{1}{2}$	26.99	1 $\frac{1}{2}$	50.01	2 $\frac{1}{2}$	16.67	2 $\frac{1}{4}$	10.72



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8/4 No. 1 Common Birch	12,000
8/4 No. 2 Common Birch	37,000
8/4 No. 3 Common Birch	40,000
6/4 1sts and 2nds Birch	29,000
6/4 No. 1 Common Birch	29,000
4/4 No. 1 Com. and Btr. Birch	45,000
12/4 1sts and 2nds Soft Elm	27,000
12/4 No. 1 Common Soft Elm	5,000
8/4 1sts and 2nds Soft Elm	25,000
8/4 No. 1 Common Soft Elm	7,000

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Canada Can Supply Timber Demands

Brigadier-General White Asserts that All Depends Upon Push and Aggressiveness to Capture European Business

The demand for lumber in France and England will be tremendous, said Brigadier-General J. B. White, D.S.O., director of Canadian forestry operations in France, in an interview with a representative of the "Canadian Lumberman." Brigadier-General White, who is manager of the woods and saw mills department of the Riordon Pulp & Lumber Co., Limited, Montreal, is home on leave.

The General went on to say that not only have the forests of England and France been depleted, but there has been practically no construction or renewals during the war. This work will have to be started now. It will all depend upon the aggressiveness and push of Canada lumbermen as to what share they will get of the trade. He is satisfied that Canada can supply any demands on her, provided the necessary bottoms are available, as we have the equipment and lumber to fill the requirements.

"One thing, however, must be borne in mind—we must live up to our contracts. If we promise to deliver certain grades of lumber we must do it; Canadian lumbermen have done so in the past, and must continue to do so, if we are to successfully compete with Norway and Sweden. We are now in a better position to do this than formerly, because those countries will not get labor at the former low wages," declared General White.

He could not insist too strongly upon the necessity of going after the European trade in an enterprising fashion. England has cut down many of her forests, thus depleting the domestic source of supply. Further, unless one has been over the devastated areas in France and Belgium and also other parts of these countries which have been in the hands of the Germans, he has no idea of the complete ruin which has been wrought by the Huns and of the necessities of France and Belgium in the way of structural materials.

The General's advice is to find out exactly what Great Britain, France and Belgium require, as he is convinced that Canada can supply the bulk of anything in the way of lumber that Europe wants.

The Canadian foresters have done by far the largest amount of forestry work in France. The Imperials and the French have done a goodly share, while the Americans have had a considerable force of foresters. The amount cut per man of the Canadian foresters was more than that of any other forestry units with the British and French armies, for the reason that the Canadians were better acquainted with forestry operations. Our men have produced over two million tons of lumber in France alone. There were 58 lumber companies on lumber production, in addition to eight companies building aerodromes for the Royal Air Forces. Six of the forestry companies and the eight aerodrome companies worked right up with the armies at all times.

Big Meeting of Forestry Association

The annual meeting of the Canadian Forestry Association will be held in Windsor Hotel, Montreal, on Wednesday and Thursday, January 29 and 30. The programme prepared is a most interesting one and it is hoped there will be a large and representative attendance. The proceedings are as follows:

Wednesday Morning, January 29th.—Annual Business Meeting Canadian Forestry Association.

Wednesday Afternoon.—Dual address by F. J. Campbell, President Canadian Pulp and Paper Association, and W. Gerard Power, President Canadian Lumbermen's Association.

Address by Major Barrington Moore, of New York, a well known American forester, recently returned from France.

Address by a Canadian forester, with overseas experience.

Address by Hon. W. R. Brown, (Brown Corporation), giving the results of clear cutting and selective cutting on the company's limits. Motion pictures.

Wednesday Evening.—Annual Meeting Quebec Forest Protective Association.

Thursday Morning and Afternoon, January 30th. (Auspices Quebec Forest Association).—Address by E. C. Hirst, State Forester of New Hampshire, on "Lumbering in Scotland."

Address by Lieut. Lewis, R.A.F., on "Aerial Photography."

Address by Lieut. Biggar, R.A.F., on the value of the Aeroplane in forest protection.

Address by J. W. Swaine, (Entomological Branch, Ottawa), on slash disposal in reference to protection to timber from insects.

Address on the feasibility of shash disposal.

The annual report of the Woodlands Section of the Canadian Pulp and Paper Association will be brought in and discussed. Motion pictures of aeroplane building, etc.

Thursday Evening.—Annual Meeting Canadian Society of Forest Engineers.

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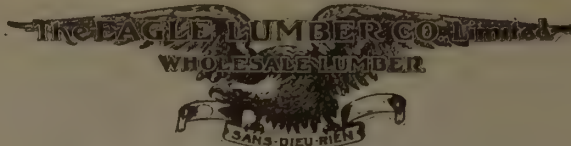
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EDGINGS

Ontario

One hundred and forty thousand shell boxes, worth approximately \$138,000, were reported at Ottawa to have been turned over to the civic wood yard for fuel purposes, gratis, by the Imperial Munitions Board.

The Fesserton Timber Company, of Toronto, have sent out to the trade a unique and attractive calendar which bears a reproduction of J. L. Jerome Ferris' historical picture "Her Weight in Gold." The nuptial scene and environs are magnificently executed.

Terry & Gordon, of Toronto, have sent out to the trade one of the largest and most convenient office calendars that has been received. The figures are strikingly clear, while the printed matter in red and black stands out impressively.

Thos. Pink Company of Pembroke, who recently purchased the McFarlane-Neill plant at North Devon, N.B., intend making the same line of lumber tools in that factory as they have been turning out for years in Pembroke. The company also make whiffletrees, neckyokes, hames, threshing machine teeth and forks for unloading hay.

The following promotions will be gazetted shortly: Brigadier-General Alex. McDougall, Director-General of Timber Operations in England and France, to be Major-General; Col. Hepburn, M.P., his second in command, to be Brigadier-General; and Col. J. B. White, who commanded the Forestry detachments which did most of the timber work in France, to be Brigadier-General.

The Union Lumber Company of Toronto are loading a schooner at Halifax, N.S. with a half a million feet of white pine, which is being shipped to South America. This is an indication of the resumption of former trade activities and the release of more ships for export business. It is two years since the Union Lumber Company disposed of any merchandise in South America and much interest naturally attaches itself to the first consignment, which, it is hoped, will be the forerunner of continued expansion.

A charter has been granted to the Kyrö River Improvement Company with a capital stock of \$20,000 and headquarters in Port Arthur, Ont. The company is empowered to improve and develop the navigation of the Current and McIntyre Rivers and their tributaries and headwaters in the district of Thunder Bay and, for that purpose, to construct and maintain reservoirs, canals, dams, piers, booms, etc., in order to run, drive, boom, sort and raft logs and other timber in the rivers. Among the incorporators are Wm. K. Kyrö and M. Rissanen of Port Arthur.

Sir Joseph Flavelle, Chairman of the Imperial Munitions Board, in connection with his gift of 134,000 shell boxes to the City of Ottawa, states that a similar course is being adopted in regard to other cities and towns throughout the Dominion. At the present time there are surplus supplies of boxes at different points, ranging in number from 200 to 150,000. All these will be presented to the municipalities in which they are located. Sir Joseph said there would be no demand for these boxes now that all munition manufacturing in Canada had ceased, and that to store them was out of the question.

Judgment by consent has been entered by Justice Middleton of Toronto in the action brought by Hon. Peter McLaren, of Perth, Ont., against Col. A. G. Peuchen, of Toronto. Defendant agrees to pay plaintiff the sum of \$50,000 and costs fixed at \$1,250. Plaintiff sued defendant for \$158,385.45, principal and interest of a promissory note for \$141,000, dated August 11th, 1914, in connection with an alleged agreement to purchase certain timber limits and merchandise in the Province of Alberta for the sum of \$461,300. Defendant claimed that he had paid plaintiff, and claimed a large sum as a set-off for shortages and deficiencies, etc.

Eastern Canada

J. P. Dupuis, 592 Church St., Verdun, P.Q., is in the market for a sawmill with engine 60 to 70 h.p., also large log saw, double edger with accessories, etc.

The Riverside Mfg. Co., of Three Rivers, recently incorporated, has taken over the sawmills at Cap Madeleine, known for many years as the Burrill Mills. The mills at present are closed down, but will recommence manufacturing about June next.

A very handsome calendar has been sent out by the Fassett Lumber Company, of Fassett, P.Q. It is a beautiful piece of scenery, entitled "The Oaks at Sunset, Santa Ynez, Cal." and is a reproduction of Coutts famous painting.

The Eagle Lumber Company, Montreal, has issued a dainty and unique calendar entitled a Venetian Palace, being a reproduction of one of the finest canvasses from the brush of Sir Thos. Moran that master of color who spent many years in the ancient city of Doges.

It is announced that Price Bros., and Co., intend installing another paper-making machine in their large plant at Kenongami, Que., which will make five machines in all and afford a production of newsprint of over three hundred tons a day.

The T. G. McLaurin Co., Limited, Montreal, has been granted a federal charter with a capital stock of \$20,000, and among other things is empowered to buy, sell and deal in logs, ties, poles, posts, boxes, box board, wall board, pulp and paper and other products.

A federal charter has been granted to the Gravel Lumber Co., Limited, with head office in Montreal, and a capital stock of \$50,000 to carry on the business of manufacturers and dealers in logs, timber, pulp wood, railway ties and other products of the forest and to acquire, own and construct paper mills, saw mills, roasting plants, etc.

The Kipawa Fibre Co. Ltd., 335 Beaver Hall Square, Montreal, P.Q., have awarded contracts for the erection of their sulphite mill and power house at Temiskaming, P.Q., the cost to be \$3,106,000. C. B. Thorne, care

of company, is the manager of manufacturing, and Geo. A. Fuller Co. Ltd., 45 St. Alexander St., Montreal, are the general contractors.

The Pinder Lumber & Milling Co., Ltd., has been incorporated with head office at Pinder, N.B., and a capital stock of \$49,000, to purchase, acquire and take over the lumber, mill, mercantile and farming business now carried on by J. K. Pinder and G. T. Pinder of Pinder, N.B., and to conduct a general lumbering business in all its branches. James K. Pinder and George T. Pinder, of Pinder, the chief incorporators.

The Hampstead Lumber Co. Ltd., has been incorporated with capital stock of \$12,000, and chief place of business at Hampstead, N.B., to construct, establish or otherwise acquire, own, maintain and operate mills and factories for the manufacture of timber, lumber, pulpwood and any and all articles capable of being manufactured from the products of the forest. Among those interested are W. L. McAdoo of Kars, N.B., and G. R. McKean of St. John.

The Belgo-Canadian Pulp & Paper Company of Shawinigan Falls, P.Q., suffered a heavy loss by fire on January 3rd. It is estimated that the damage will reach \$100,000 and is covered by insurance. The blaze broke out in the large shed which is used for storing paper, preparatory to shipment and is thought to have started through a defective electric wire. There were some fifteen cars loaded with pulp and paper in the shed at the time and these along with the building were totally destroyed. The entire plant was threatened for a while.

The O'Brien Power Pulp & Paper Company, Ltd., has been incorporated with head office at Montreal, P. Q., and capital stock of \$2,500,000, to carry on in all its branches a lumber, timber and pulpwood business and to manufacture, produce, buy, sell and deal in timber, logs, lumber and wood of all kinds and for all purposes and the products and by-products, thereof; to construct and maintain and operate lumber and sawmills, etc. Among the incorporators are L. A. Cannon, King's Council, G. Parent, King's Council, and L. Casgrain, advocate, all of Quebec, city.

A federal charter has been granted to the Gravel Lumber Co., Limited, with head office in Levis, Que., and a capital stock of \$600,000. Among the incorporators are Sir William Price, Henry E. Price and Arthur J. Price of Quebec, and Alfred S. Gravel and Louis G. Gravel of Levis. The company will take over the business of the A. Gravel Lumber Co. of Levis. Wide powers are conferred on the new organization in the way of acquiring, owning, and operating sawmills, shingle mills, rossing plants and pulp and paper mills as well as buying, selling and dealing in the products thereof.

The Coburn Lumber Company Ltd., has been incorporated with head office at Ripples in the Parish of Sheffield in the County of Sunbury, N.B., and capital stock of \$48,000, to purchase, acquire and take over the lumber business heretofore carried on by Frank C. Coburn and Ernest M. Coburn, under the partnership name of F. C. Coburn & Son, at the Parish of Sheffield in the County of Sunbury, and generally to carry on and operate a lumber business in all its branches, including the logging, driving, sawing, manufacturing, shipping and selling of lumber and lumber products, etc. Among those interested are F. C. Coburn and E. M. Coburn, lumbermen of Sheffield, N.B., and A. R. Slipp, barrister of Fredericton, N.B.

Western Canada

The Pioneer Lumber Company, Leader, Sask., recently lost their lumber yard by fire.

The Jewell Lumber Co., Caithness, B.C., recently lost their lumber mills by fire. The loss is estimated at \$25,000.

The Shawnigan Lake Lumber Co. Ltd., Shawnigan Lake, B.C., recently suffered a serious loss by fire to their lumber mill and dry kilns.

A disastrous fire resulted in the complete destruction of the mill and dry kilns of the Shawnigan Lake Lumber Co., Ltd., on the east side of Shawnigan Lake. The loss was heavy, as the mill had a capacity of 60,000 feet per day.

Hon. T. D. Pattullo, Provincial Minister of Lands, states that the Government is obtaining surveys of Queen Charlotte Islands water powers with a view to assisting the establishment of a large new pulp and paper industry there.

The B. C. Stave and Heading Co. Ltd., has been incorporated with head office at Vancouver, B.C., and capital stock of \$25,000, to carry on business as coopers and manufacturers of barrels, kegs, casks, tubs, vats, tanks, buckets, pails, staves, veneer, headings, etc.

The Virginia Lumber Company, Ltd., has been incorporated with head office at Coombs, B.C., and capital stock of \$60,000, to carry on business as timber merchants, sawmill, shingle mill and pulp mill owners, loggers, lumbermen and to buy, sell, export, import and deal in saw logs, timber, piles, poles, lumber and wood of all kinds.

The Seabird Shingle Company, Ltd., has been incorporated with head office at Agassiz, B.C., and capital stock of \$25,000 to carry on the business of timber merchants, sawmill and shingle mill owners, loggers, lumbermen, and to prepare for market, import, export and deal in saw logs, shingle bolts, timber, lumber and wood of all kinds.

The Timberland Development Co. Ltd., has been incorporated with head office at New Westminster, B.C., and capital stock of \$1,000,000, to carry on business as box makers, woodworkers, timber merchants, lumbermen, loggers, sawmill, shingle mill, pulp mill and paper mill proprietors, and to deal and trade in lumber of every description.

Baskin and Stedman's new electric sawmill at Granite, B.C., is now running full blast. About 50 men are employed. They are at present working on a contract of 50,000 ties for the Canadian Pacific railway, which are being cut from white pine. Construction is nearly completed on the camp buildings, including the bunk house. Electricity is used for lighting purposes in the bunk house and boarding house.

It is the intention of the Masset Lumber Co. to erect a large pulp mill at Masset Inlet, B.C., in order to take care of the low-grade timber that has to be logged in their extensive spruce logging operations. The company are taking out between eight and ten million feet a month. A large wharf, four hundred feet long to which ocean-going vessels can tie up, has been built at Buckley Harbor, Masset Inlet. The company have recently installed a radial mill which is of the latest type and are erecting permanent homes for their workmen.

DRY

Spruce, Pine, Birch, Maple

and Winter Cut Basswood

1917 Cut

In All Thicknesses and Widths

"EVERYTHING IN LUMBER"

McLENNAN LUMBER CO., Limited

21 Dorchester Street W., MONTREAL, CANADA

John I. Shafer Hardwood Co.

Farmers Trust Bldg., SOUTH BEND, IND.

PARTIAL INVENTORY

ASH

2 in. 1sts and 2nds and No. 1 Common	32,177 ft.
2½ in. 1sts and 2nds and No. 1 Common	42,879 ft.
3 in. 1sts and 2nds and No. 1 Common	25,176 ft.

HICKORY

1½ in. 1sts and 2nds and No. 1 Common	11,508 ft.
2 in. 1sts and 2nds and No. 1 Common	35,144 ft.
2½ in. 1sts and 2nds and No. 1 Common	36,752 ft.

HARD MAPLE

2 in. 1sts and 2nds and No. 1 Common	11,500 ft.
2½ in. 1sts and 2nds and No. 1 Common	35,400 ft.
3 in. 1sts and 2nds and No. 1 Common	15,679 ft.

PLAIN OAK

2 in. 1sts and 2nds and No. 1 Common	99,899 ft.
2½ in. 1sts and 2nds and No. 1 Common	98,217 ft.
3 in. 1sts and 2nds and No. 1 Common	138,845 ft.
4 in. 1sts and 2nds and No. 1 Common	60,910 ft.

H. BOURGOUIN

Dominion Express Bldg., 145 St. James St., Montreal

WHOLESALE LUMBER AND TIMBER

Dressed and Rough

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Ship Timbers and Planking, Ship Decking, Tank Stock, Bridge Timbers, Fir and Spruce Lumber

Also White and Red Pine, Spruce, Hemlock, Banksian Pine, Birch, Maple, Rock Elm, Oak, Yellow Pine, Railway Ties, Fence Posts, Poles and Piling.

DIMENSION OAK CUT TO SPECIFICATION

Prompt shipment Satisfactory stock Good service Write or wire for prices

A. F. B. AUSTIN, Manager

Saw Mill Exhausters

"By-Pass" Blower Systems are Indestructible

"By-Pass" exhausters will handle the green sawdust from your saw mill without clogging or trouble of any kind. Material does not pass through or around fan wheel. Fan is not overhung. Three bearings. No heating or shaking. The best and most economical system made today.

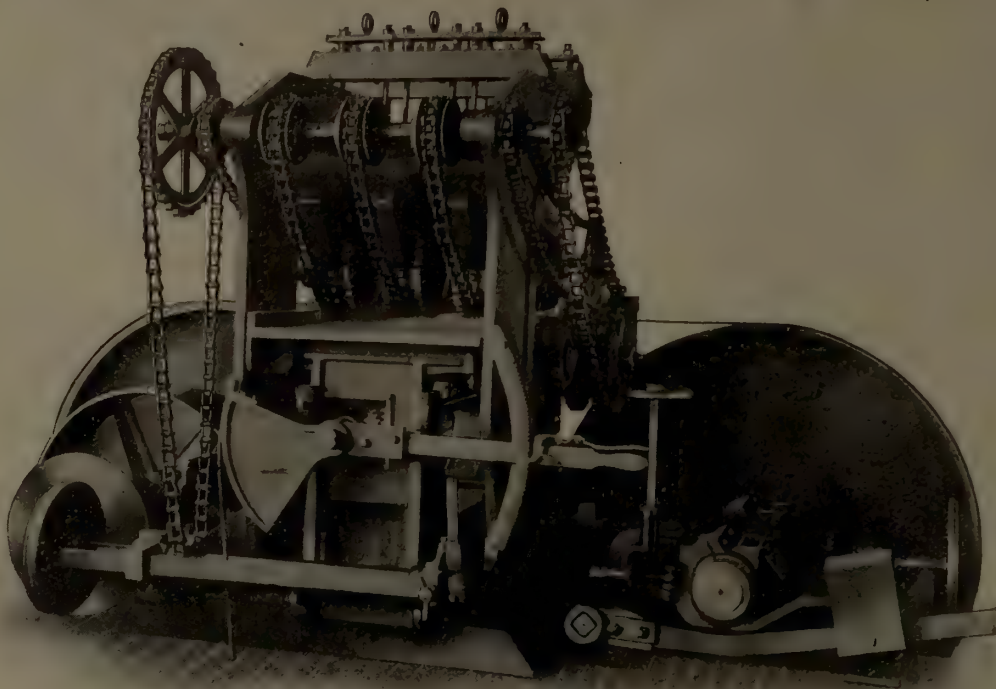
We manufacture and install systems complete

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Toronto Blower Company

156 Duke St., Toronto

What are You doing with Your Slabs ?



No. 25 Slab Resaw

THE shortage of men in the woods will no doubt continue for another year or two.

It will be necessary to get every possible foot of lumber out of each log to meet the demand.

A Mereen Johnson Slab Resaw will insure your getting the maximum of lumber with the minimum of labor.

That last piece close to the bark will be needed.

Let us tell you about our **RESAWS**. Write for circular.

MEREEN JOHNSON MACHINE COMPANY

MINNEAPOLIS,

MINN., U. S. A.



Illustrating portable unit of Mathews Conveyor for unloading cars.

Photo by courtesy of Windsor Lumber Co.,
Eldon, Windsor, Ont

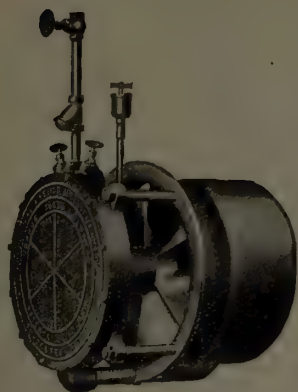
Illustrating permanent installation of Mathews Lumber Conveyor, between mill and shipping and distributing platform.

Photo by courtesy of Vancouver Cedar Mills,
Roche Point, B.C.



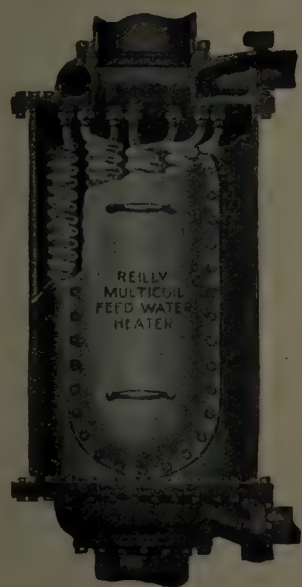
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CANADIAN MATHEWS GRAVITY CARRIER COMPANY, LIMITED
484 RICHMOND STREET WEST TORONTO, CANADA



**We also furnish
ASHTON GAUGES
MASON REDUCING
VALVES**

**and a general line
of highest grade
power plant
equipment.**



The Coppus Turbo Blower

Works wonders in producing the maximum of heat from waste or moist refuse fuel, even when the moisture content runs as high as 50%. No change in boiler setting necessary.

The Coppus Turbo Blower Will Double Your Boiler Efficiency Where Refuse is Burned

EDGEWATER SAW MILLS CO.
TAMPKINSVILLE, N. Y.

Sept. 30, 1915.

Gentlemen:—

Replying to yours of the 27th inst., regarding the Coppus Turbo Blowers, which we have purchased from you at different times since 1912, are pleased to say that the machines have operated quite satisfactorily and we consider them an essential part of our furnaces, when burning wet wood refuse.

Yours truly,
EDGEWATER SAW MILLS COMPANY,
JOHN MILLER, Manager.

The Reilly Multicoil

Has proven its claim as the most compact and efficient Feed Water Heater on the market, by its universally successful service under all conditions during the past fifty years. Its accessibility, non-sealing qualities, and the readiness with which it can be repaired are important factors in boiler house efficiency. The Reilly Multicoil is a paying investment because it is

The Ideal Feed Water Heater

Bulletins sent on request, and prices on receipt of details of requirements.

*Do you know about "Babbitt Adjustable Sprocket Rims" (For Overhead Valves)
and "Everlasting Blow-Off Valves"*

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ALPHABETICAL INDEX TO ADVERTISERS

A		Duplex Truck Company		I		Pratt & Whitney	
Alberta Lumber Company	9	Dupuis Company, J. P.	14	International Land & Lumber Co. ...	12		
Algoma Steel Corporation	51	E		J		K	
Allen-Stoltze Lumber Co.	11	Eagle Lumber Company	54	Jeffrey Manufacturing Company ...		Rat Portage Lumber Company ...	20
American Woodworking Machinery Company	2	Eaton & Co., J. R.	20	Johnston, A. H.		Renfrew Planing Mills	
Anderson & Co., C. G.	14	Edwards & Co., W. C.	21	Jost, P. M.	14	River Ouelle Pulp and Lumber Co. ...	12
Atkins & Co., E. C.	72	Eisendrath Glove Co.	21	K		Rutherford & Sons, Wm.	4
Atlas Asbestos Company	1	Elk Fire Brick Company	18	Keewatin Lumber Company	8	S	
Austin & Nicholson	9	Elmira Machinery and Transmission Company	73	Knox Brothers	1	Salada Tea Company	43
B		Engineering & Machine Works of Canada, Ltd.	49	L		Service Lumber Co.	20
Bartram & Ball	1	Excelsior Lumber Company		Laidlaw Bale Tie Company	43	Sessenwein Brothers	
Beal Bros.	11	Exchange Lumber Co.	13	Lake Lumber Company	14	Sewall, James W.	14
Beck Manufacturing Co., C.	13	F		Lamontagne Limited		Shafer Hardwood Co., John I. ...	55
Becker & Company	53	Farnsworth & Jardine	14	Leckie, Ltd., John	1	Shannon Lumber Co., R. P.	11
Bell Veterinary Wonder Co., Dr. ...	43	Fasset Lumber Company, Ltd. ...	6	L. & H. Lumber Co.	43	Shearer Company, James	
Beveridge Paper Co.	60	Fesserton Timber Company		Long-Bell Lumber Company	3	Sheldons Limited	71
Blakeslee, Perrin & Darling	5	Fibre Making Processes, Inc. ...		Long Lumber Company	19	Shimer Cutter Head Company ...	
Bond Engineering Works		Firstbrook Brothers	15	Long Manufacturing Co., E.	76	Shingle Agency of B. C.	13
Bourgouin, H.	55	Foss Lumber Company	16	M		Shurly, T. F.	67
Bowater & Sons, W. V.	51	Fraser Companies, Ltd.	17	MacLean Daily Reports	43	Snowball Co., J. B.	19
Bradley, R. R.	43	Fraser Bryson Lumber Co., Ltd. ...	9	Marsh Engineering Works, Ltd. ...	58	Shorly-Dietrich, Limited	
British American Mills and Timber Company	20	Freedman, William	65	Mason, Gordon & Co.	18	Simonds Canada Saw Co., Ltd. ...	22
Burnoil Engine Company		G		Mason Regulator Company	57	Smart-Turner Mach. Co., Ltd. ...	1
C		Garlock-Walker Machinery Co. ...	2	McKinnon Columbus Chain Co. ...		Smith, N.	43
Campbell MacLaurin Lumber Co. ...	54	Gerlach Company, Peter	60	McKinnon Industries, Limited ...	65	Spencer Limited, C. A.	54
Canada Lumber Company	19	Gartshore, John J.	12	McLaren Belting Company, J. C. ...	75	Stratford Oakum Co., Geo.	8
Canada Metal Company	70	General Supply Company	59	McLaren, Limited, D. K.		Stearns Salt and Lumber Co. ...	8
Canadian General Lumber Co.	15	Gillespie, James	14	McLennan Lumber Co., Ltd.	55	Summers, James R.	14
Canadian Link-Belt Company	74	Gillies Brothers, Ltd.	18	Meréen-Johnson Co.	56	T	
Canadian Mathews-Gravity Carrier Company	56	Gloucester Lumber & Trading Co. ...		Mershon & Co., W. B.		Taylor, S. K.	12
Canadian Milk Products	47	Genoa Bay Lumber Co.		Miller Company, W. H.	21	Terry & Gordon	6
Canadian Warren Axe & Tool Co. ...	1	Goodhue & Co., J. L.	59	Montreal Locomotive Works	73	Thurston-Flayelle Lumber Co. ...	16
Cane, Jas. G.		Goodyear Tire & Rubber Co.	66	Montreal Lumber Company	14	Timberland Lumber Company ...	19
Cant & Kemp	14	Gordon & Co., George	4	Morgan Machine Mfg. Co.	63	Timms, Phillips & Co.	2
Carborundum Company	74	Grant, Holden & Graham		Moore, Jr., E. J.	21	Toronto Blower Company	55
Cardinal & Page	14	Graton & Knight Mfg. Co.	71	Musgrave & Company		Turner & Sons, J. J.	73
Carss Mackinaw Company		Green Company, G. Walter	61	N		U	
Chapman Double Ball Bearing Co. ...	65	Gutta Percha and Rubber Ltd. ...	60	New Ontario Colonization Co. ...	13	Union Lumber Company	7
Chicago Lumber & Coal Co.		H		Nicholson, E. M.	52	Union Stock Yards	43
Clay Engine Company	50	Haight, W. L.	18	O		V	
Cleveland-Sarnia Saw Mills Co. ...	45	Hallam, John		Oliver Lumber Company		Vancouver Lumber Company	5
Climax Manufacturing Company	73	Hamilton Company, William	69	Ontario Wind Engine & Pump Co. ...	63	Victoria Harbor Lumber Co.	8
Consumers Cordage Co.	67	Hardy, E. D.	1	P		Victoria Lumber and Mfg. Co. ...	
D		Harris Abattoir Company	47	Pacific Lumber Co.	16	W	
Davison Lumber Company	10	Harris Tie and Timber Company ...	8	Parry Sound Lumber Co., Ltd. ...	20	Waterous Engine Works Company, Ltd. ...	77
Davies Company, William	22	Hart & McDonagh	9	P. Payette Company	71	Watson & Todd	8
Department of Lands, Forests and Mines, Ontario	61	Hay Knife Company, Peter		Pedwell Hardwood Lumber Co. ...	43	Webster & Brother, Ltd., James ...	14
Disston & Sons, Henry	64	Heeney, Percy E.	11	Pennoyer Company, J. C.		West & Peachey	78
Dominion Iron & Wrecking Co.		Hettler Lumber Company, H. H. ...	54	Petrie H. W.		West Coast Lumbermen's Assn. ...	21
Dudley, A. N.	16	Hillas & Company, W. N.	53	Philadelphia Textile Machinery Company	64	Wistar, Underhill & Nixon	11
Dunfield & Company	10	Hoyt Metal Company	78	Pink Company, Thos.	78	Woods Manufacturing Co., Ltd. ...	49
Dunbar Engine and Foundry Co. ...	63	Huther Bros. Saw Mfg. Co., Inc. ...	73	Prince Rupert Lumber Co.	12	Wuichet, Louis	9
Dunlop Tire & Rubber Goods Co. ...				Y		Y	
						Yates Machine Company, P. B. ...	75

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IN 1919

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Skidding and Loading Machinery will help you to reduce your costs so you can successfully compete for a share of this export trade, or for a large portion of the greatly increased home trade that is developing.

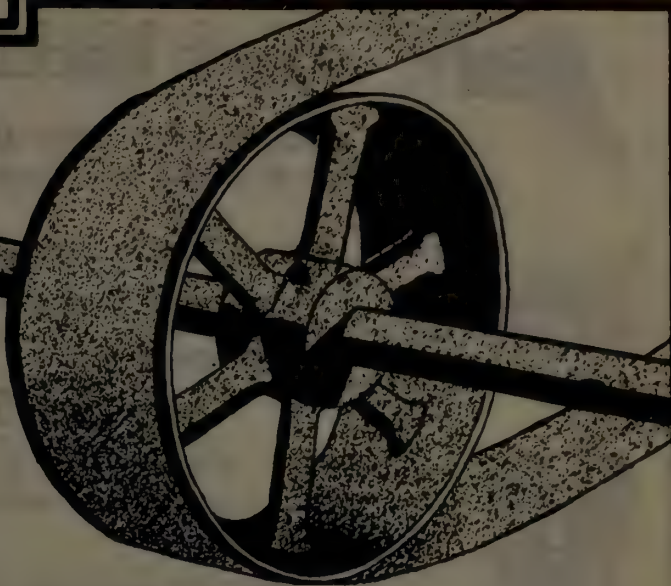
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**GOODHUE
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“Acme Waterproof” Leather Belting

This brand is especially well suited to the wet places in a saw or pulp mill and will run true as long as it is in service. When you are overhauling your mill equip it with “Goodhue Belts” and you will never regret it. They are honestly made of solid leather—every inch a good belt and they won’t stretch.

Get or details and prices

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The Home of “CONDOR” Belting



Made of 32 oz. duck and the best
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Manufactured on giant presses weighing 550,000 pounds each,
giving the greatest friction of any belt on the market.

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Large Stocks Carried in Canada



Gerlach Machinery

*PRODUCES THE BEST
as Well as the Cheapest*

**Tight or Slack Staves,
Headings, Kegs,
Barrels and
Short Box Shooks**

100% to 400% profit in Cooperage
Stock today. Be wise and purchase
the best Machinery.

DIXIE PORTABLE GASOLINE DRAG SAW

Present Price \$225.00 with 1 Blade

Circular, Drag and Cylinder Saws
made since 1854

The Peter Gerlach Co.

Established 1854

Cleveland, Ohio



USED STEAM ENGINES FOR SALE

One Left-Hand Improved Horizontal Simple
Automatic Laurie Corliss Engine.

Diameter of Cylinder	28"
Length of Stroke of Piston	48"
No. of Revolutions per minute ..	75
Fly Wheel	18" x 12½" Face
Weight	40,000 lbs.
Rated Horse Power	625
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One 25" x 50" Left-Hand Wheelock Engine.

One 20½" x 46" Left-Hand Wheelock Engine.

These engines are in excellent condition.

Photograph and full particulars will be sent on
application to

GUTTA PERCHA & RUBBER

LIMITED

Toronto, Canada

Do Not Take Our Word For It

The following are a few opinions of the trade regarding

Plibrico Jointless Fire Brick

for Furnace Linings, Dutch Ovens, Woodburners, Dry Kilns, etc. Photos of originals will be sent
on request. PLIBRICO FIRE BRICK can be installed by your own men and is being used from
Halifax to Vancouver for all purposes instead of Fire Brick and Fire Clay.

THE BALDWIN LUMBER CO., LTD.

RED CYPRESS

Baldwin, La.,
November 1, 1918.

To Whom it May Concern:—

We wish to state that we have for the
past year used Jointless Fire Brick mat-
terial furnished by Chas. Gruneberg &
Co. We have found this Brick a very
great service, as far as arch building is
concerned. It is especially good for patch
work. We have never been able to equip
completely any one furnace in order to give
it a thorough trial, because all of our fur-
naces were built before we started using
Jointless Fire Brick. Therefore, our ex-
perience has only been in replacing torn
out places with this fire brick and it has
given success.

With kindest regards, we are,
Yours truly,

THE BALDWIN LUMBER CO., LTD.
J. Allen Barrett,
Sec.-Treas.

J. M. BRIDGES

Manufacturers of

YELLOW PINE LUMBER

P.O. Pleasant Hill, La.
(Box 103)

November 11, 1918.

Gentlemen:

Replying to yours of the 5th inst. in re-
gard to the merits of your Jointless Fire
Brick.

I have been using it in constructing my
Dutch Ovens for more than a year now,
and find that there is economy in using it,
and can heartily recommend it to anyone
for that purpose.

Yours very truly,
J. M. BRIDGES.

JOHN E. DUBOIS

Manufacturer of

Yellow Pine and Hardwood Lumber

Home Office, DuBois, Pa.

Reply to Lake Mississippi,
November 6, 1918.

Gentlemen:—

Your letter of the 5th, asking about our
experience with Jointless Fire Brick, re-
ceived. We have used this brick for re-
pair work on our Dutch ovens and are well
pleased with the result. Some of the work
has now been about one year and is still in
good condition.

We expect to use more of it.

Yours very truly,
JOHN E. DUBOIS,
By J. E. Welch.

VACHERIE CYPRESS CO.

St. Patrick P. O., La.

November 6, 1918.

Gentlemen:—

In reply to yours of the 5th inst. asking
our opinion of the merits of your Jointless
Fire Brick, beg to say, that as far as we
have used this material, we are highly
pleased with the results.

We find it very easy to apply, any one
even not a brick layer can use it with best
of results. We have used it only to do re-
pair work on our furnaces, but are certain
that it would be a good thing for new work
and would outlast ordinary Fire Brick by a
large majority. If we are considering the
building of new furnaces, we should cer-
tainly try this material.

Very truly,
Vacherie Cypress Co.,
Geo. N. Tibbitts, Supt.

Mill Supply Dept.

Beveridge Paper Co., Limited

AGENTS FROM COAST TO COAST

MONTREAL, P. Q.
and ST. JOHN, N. B.

The Ideal Edger for Light Mills

Specifications

Our new Double Edger is built on entirely new lines, and possesses many features that commend it to mill men. The saving in material alone will soon pay for the machine. The output of a mill with this machine can be increased by one-third. It is best adapted for medium-sized or portable mills that cut from 5,000 to 25,000 feet of lumber per day.

SAWS—This Edger is fitted with either two or three saws as required. The saws are 16 in. in diameter, and 10 in. gauge. The greatest distance between saws is:—Two saw machines, 24 in.; three saw machine, 20 in., the least distance between saws, 2 in.

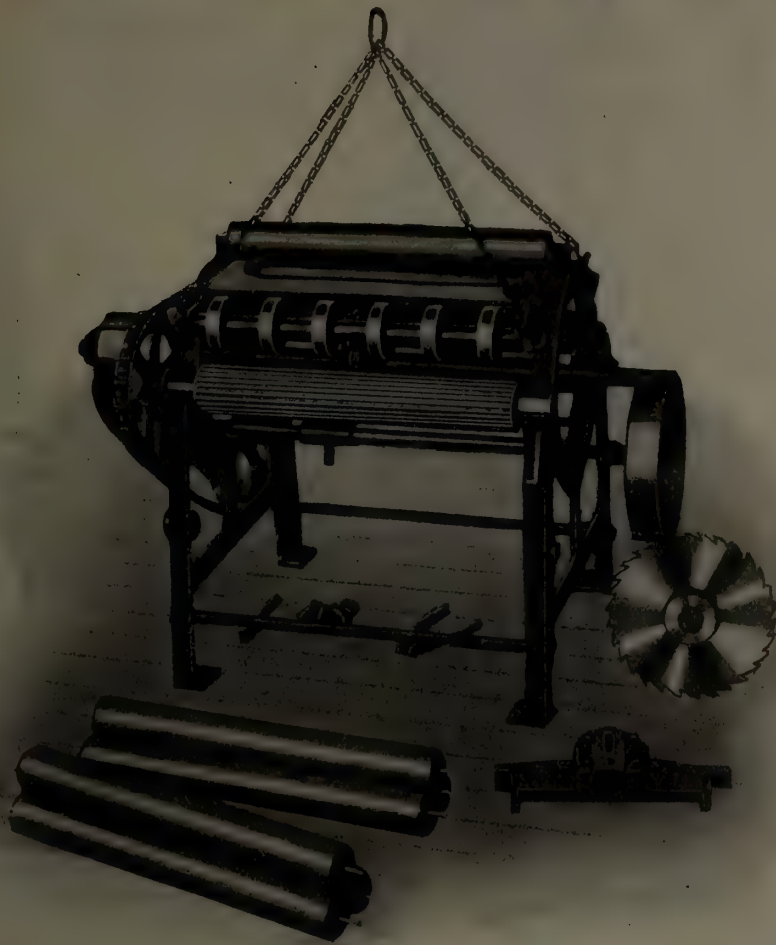
DRIVE PULLEY—The Drive Pulley is 9 in. x 9 in., affording a good belt grip, and is supported by an outside bearing.

SAW ARBOR—The Saw Arbor is made of 2½ in. steel, and has very wide bearings.

*For Shingle, Lath and Portable Saw Mill Machinery
write the well known manufacturers*

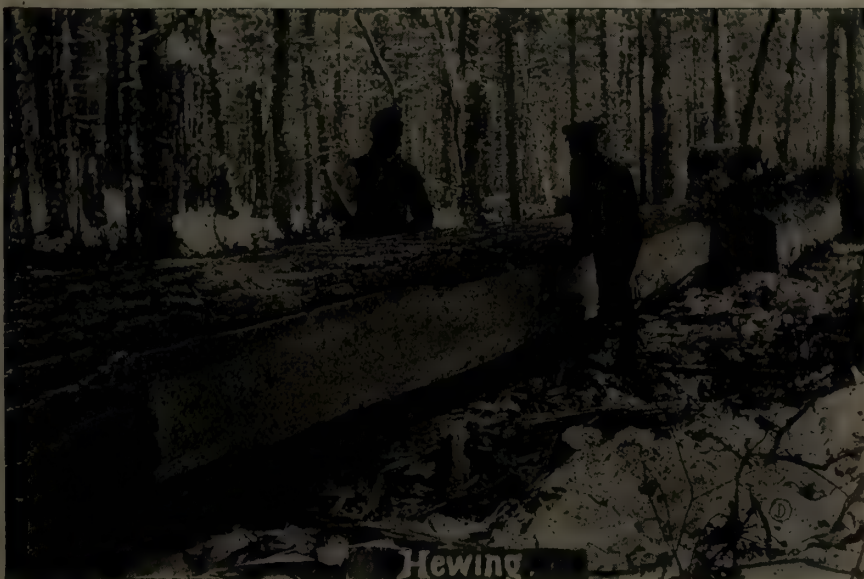
The G. Walter Green Co.
Limited
PETERBOROUGH, ONT.

Send for Catalogue



ONTARIO

Canada's Banner Province



Ontario's timber production last year valued at \$26,774,937 or 40% of Canada's total output.

Pine production, 905,442,000 ft. B.M.

Pulpwood, 246,282 cords.

Railway Ties, 5,704,459.

Ontario's woodworking industries, using 34 different kinds of wood, provide a ready market for the lumberman. Eighty-two per cent. of lumber used in Ontario's industries purchased within the Province.

Ontario's vast resources offer unsurpassed opportunities to the lumberman.

For maps and full information regarding Ontario, apply to

HON. G. HOWARD FERGUSON,
Minister of Lands, Forests and Mines.

CURRENT LUMBER PRICES—WHOLESALE.

TORONTO, ONT.

Prices in Carload Lots, F.O.B. cars point of shipment

White Pine:	
1 x 4/7 Good Strips	\$55 00
1 1/2 and 1 3/4 x 4/7 Good Strips	62 00
2 x 4/7 Good Strips	62 00
1 x 8 and up Good Sides	78 00
1 1/2 and 1 3/4 x 8 and wider Good Sides	85 00
2 x 8 and wider Good Sides	85 00
1 in. No. 1, 2 and 3 Cuts	55 00
5/4 and 6/4 No. 1, 2 and 3 Cuts	62 00
2 in. No. 1, 2 and 3 Cuts	62 00
1 x 4 and 5 Mill Run	40 00
1 x 6 Mill Run	44 00
1 x 7, 9 and 11 Mill Run	44 00
1 x 8 Mill Run	45 00
1 x 10 Mill Run	48 00
1 x 12 Mill Run	50 00
5/4 and 6/4 x 4 Mill Run	41 00
5/4 and 6/4 x 5 Mill Run	41 00
2 x 4 Mill Run	41 00
2 x 6 Mill Run	44 00
2 x 8 Mill Run	45 00
2 x 10 Mill Run	48 00
2 x 12 Mill Run	50 00
1 in. Mill Run Shorts	34 00
1 x 4 and up 6/16 No. 1 Mill Culls	36 00
1 x 10 and up 6/16 No. 1 Mill Culls	40 00
1 x 12 and up 6/16 No. 1 Mill Culls	40 00
1 x 4 and up 6/16 No. 2 Mill Culls	27 00
1 x 10 and up 6/16 No. 2 Mill Culls	30 00
1 x 12 and up 6/16 No. 2 Mill Culls	30 00
1 x 4 and up 6/16 No. 3 Mill Culls	20 00
Red Pine:	
1 x 4 and 5 Mill Run	38 00
1 x 6 Mill Run	40 00
1 x 8 Mill Run	40 00
1 x 10 Mill Run	45 00
2 x 4 Mill Run	38 00
2 x 6 Mill Run	38 00
2 x 8 Mill Run	40 00
2 x 10 Mill Run	48 00
2 in. Clear and Clear Face	48 00
Spruce:	
1 x 4 Mill Run	35 00
1 x 6 Mill Run	38 00
1 x 8 Mill Run	40 00
1 x 10 Mill Run	45 00
1 x 12 Mill Run	48 00
Hemlock, No. 1, in carload lots, f.o.b. Toronto	33 00
1 x 4 and 5 in. x 9 to 16 ft.	31 00
1 x 6 in. x 9 to 16 ft.	37 00
1 x 8 in. x 9 to 16 ft.	38 00
1 x 10 and 12 in. x 9 to 16 ft.	38 00
1 x 7, 9 and 11 in. x 9 to 16 ft.	35 00
2 x 4 to 12, 10 and 16 ft.	36 00
2 x 4 to 12 in., 12 and 14 ft.	37 00
2 x 4 to 12 in., 18 ft.	37 00
2 x 4 to 12 in., 20 ft.	38 00
1 in. No. 2, 6 ft. to 16 ft.	28 00
2 in. No. 2, 4 in. and up in width, 8 to 16 ft.	28 00
Douglas Fir, delivered in Toronto:	
Dimension Timber up to 32 feet:	
6x6 and 8, 10x10 and 12, 12x12	\$50 00
8x10, 8x10, 10x14, 12x14, 14x14	51 00
6x12, 8x12	52 00
10x10, 10x16	52 50
6x14, 8x14, 10x16, 12x16	54 00
14x18	54 50
8x16, 10x18, 12x18	55 00
18x18, 20x20	55 50
12x20, 24x24	56 00
Timber in lengths over 32 feet subject to negotiation.	
Fir flooring, 1 x 3, edge grain	58 00
Fir flooring, 1 x 4, edge grain	58 00
Fir flooring, 1 x 4, flat grain	41 00
No. 1 and 2, 1-in. clear Fir dough 50 00	60 00
(Depending upon widths).	
No. 1 and 2, 1 1/2 and 1 3/4 in., clear Fir rough	60 00
No. 1 and 2, 2-in. clear Fir rough	53 00
1 x 5 and 1 x 6 Fir casing	59 00
1 x 8 and 1 x 10 Fir base	61 00
1 1/2 and 1 3/4 x 8 x 10 x 12 E. G. stepping	72 75
1 1/2 and 1 3/4 x 8 x 10 x 12 F. G. stepping	62 75
1-in. clear Fir, d. 4 sides	55 50
1 1/2 x 1 1/2 in. clear Fir, d. 4 sides	57 50
XXX B. C. cedar shingles	3 40
XXXX 6 butts to 2 in.	4 40
XXXXX 5 butts to 2 in.	5 00

TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out.

Ash, white, dry weight 8800 lbs. per M. ft.	
No. 1 No. 2 No. 3	
1s & 2s Com. Com. Com.	
4/4	\$75.00 \$58.00 \$40.00
5/4 & 6/4	80.00 63.00 45.00
8/4	110.00 75.00 45.00
10/4 & 12/4	130.00 100.00 60.00
16/4	140.00 115.00 65.00
Ash, Brown	
4/4	70.00 50.00 35.00
5/4 & 6/4	78.00 60.00 40.00
8/4	78.00 65.00 52.00
Birch, dry weight 4000 lbs. per M. ft.	
No. 1 No. 2	
1s & 2s Com. Com.	
4/4	65 00 48 50 38 40
5/4 and 6/4	67 70 50 55 40 45
8/4	70 72 51 57 42 45
10/4 and 12/4	85 90 70 73 50 54
16/4	95 98 80 83 55 60
Basswood, dry weight 2800 lbs. per M. ft.	
No. 1 No. 2 No. 3	
1s & 2s Com. Com. Com.	
4/4	\$70.00 \$55.00 \$40.00
5/4 & 6/4	72.00 60.00 50.00
8/4	78.00 63.00 50.00
Chestnut, dry weight 2800 lbs. per M. ft.	

Elm, soft, dry weight 3100 lbs. per M. ft.	
No. 1 No. 2 No. 3	
1s & 2s Com. Com. Com.	
4/4	\$58.00 \$45.00 \$35.00
5/4 & 6/4	63.00 50.00 40.00
8/4	73.00 56.00 48.00
Gum, red, dry weight 3800 lbs. per M. ft.	
No. 1 No. 2 No. 3	
1s & 2s Com. Com. Com.	
4/4	\$65.00 \$42.00 \$32.00
5/4 & 6/4	70.00 60.00 48.00
8/4	70.00 60.00 48.00
Gum, Sap	
No. 1 No. 2 No. 3	
1s & 2s Com. Com. Com.	
4/4	\$50.00 \$45.00 \$35.00
5/4 & 6/4	54.00 47.00 38.00
8/4	55.00 47.00 38.00
Hickory, dry weight, 4500 lbs. per M. ft.	
No. 1 No. 2 No. 3	
1s & 2s Com. Com. Com.	
4/4	\$75.00 \$45.00 \$30.00
5/4 & 6/4	100.00 75.00 50.00
8/4	90.00 60.00 35.00
Maple, hard, dry weight 3900 lbs. per M. ft.	
No. 1 No. 2 No. 3	
1s & 2s Com. Com. Com.	
4/4	\$58.00 \$45.00 \$38.00
5/4 & 6/4	63.00 48.00 38.00
8/4	70.00 60.00 50.00
12/4	95.00 80.00 60.00
16/4	105.00 90.00 55.00
Soft Maple	
The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.	
Mill run grade, No. 3 and better	\$38.00
No. 2 and better	47.00
White and Red Oak, plain sawed, dry weight 4000 lbs. per M. ft.	
No. 1 No. 2 No. 3	
1s & 2s Com. Com. Com.	
4/4	\$85.00 \$60.00 \$50.00
5/4 & 6/4	92.00 65.00 50.00
8/4	100.00 70.00 50.00
10/4	100.00 95.00 60.00
12/4	105.00 95.00 60.00
16/4	115.00 95.00 60.00
White Oak, quarter cut, dry weight 4000 lbs. per M. ft.	
No. 1 No. 2 No. 3	
1s & 2s Com. Com. Com.	
4/4	\$130.00 \$85.00 \$70.00
5/4 and 6/4	132.00 95.00 80.00
8/4	135.00 100.00 80.00
Red Oak, quarter cut.	
No. 1 No. 2 No. 3	
1s & 2s Com. Com. Com.	
4/4	\$95.00 \$70.00 \$50.00
5/4 & 6/4	110.00 85.00 60.00
8/4	115.00 90.00 60.00

OTTAWA, ONT.

Manufacturers' Prices

Pine good sidings:	
1-in. x 7-in. and up	\$60 00 70 00
1 1/2-in. and 1 3/4-in. x 8-in. & up	70 00 75 00
2-in. x 7-in. and up	72 00 78 00
No. 2 cuts 2 x 8-in. and up	45 00 50 00
Pine good strips:	
1-in.	53 00
1 1/2-in. and 1 3/4-in.	60 00
2-in.	60 00
Pine good shorts:	
1-in. x 7-in. and up	50 00
1-in. x 4-in. to 6-in.	40 00
1 1/2-in. and 1 3/4-in.	58 00
2-in.	58 00
7-in. to 9-in. A sidings	40 00
Pine, No. 1 dressing sidings	47 00 50 00
Pine, No. 1 dressing strips	40 00 45 00
Pine, No. 1 dressing shorts	38 00 40 00
Pine, 1-in. x 4-in. s.c. strips	44 00
Pine, 1-in. x 5-in. s.c. strips	44 00
Pine, 1-in. x 6-in. s.c. strips	46 00
Pine, 1-in. x 7-in. s.c. strips	46 00
Pine, 1 x 8-in. s.c., 12 to 16 ft.	48 00
Pine, 1-in. x 10-in. M.R.	51 00
Pine, s.c. sidings, 1 1/2 and 2-in.	47 00
Pine, s.c. strips 1-in.	40 00
1 1/2, 1 3/4 and 2-in.	42 00
Pine, s.c. shorts, 1 x 4 to 6 in.	38 00
Pine, s.c. and bet., shorts 1 x 5	38 00
Pine, s.c. and bet., shorts, 1 x 6	40 00
Pine, s.c. shorts, 6'-11', 1"x10"	45 00
Pine box boards:	
1"x4" and up, 6'-11'	38 00
1"x3", 12'-16'	42 00
Pine, mill culls, strips and sidings, 1-in. x 4-in. and up, 12-ft. and up	
	38 00
Mill cull shorts, 1-in. x 4-in. and up, 6-ft. to 11-ft.	
	36 00
O. culls r & w p	
	26 00
Red Pine, log run:	
mill culls out, 1-in.	32 00 36 00
mill culls out, 1 1/2-in.	38 00
mill culls out, 1 3/4-in.	38 00
mill culls out, 2-in.	34 00 41 00
mill culls, white pine, 1"x7" and up	34 00
Mill run Spruce:	
1"x4" and up, 6'-11'	32 00 33 00
1"x4" and up, 12'-16'	34 00
1"x6" and up, 12'-16'	40 00 42 00
1 1/2"x7" 8-9" and up, 12'-16'	40 00 42 00
1 1/2"x10" and up, 12'-16'	48 00
1 1/2"x12" and up, 12'-16'	48 00

Spruce, 1-in. clear (fine dressing and B)	
Hemlock, 1-in. cull	25 00 27 00
Hemlock, 1-in. log run	30 00 35 00
Hemlock, 2x4, 6, 8, 10, 12/16	30 00 35 00
Tamarac	24 00 26 00
Basswood, log run, dead culls out	40 00 50 00
Basswood, log run, mill culls out	45 00 50 00
Birch, log run	30 00 32 00
Soft Elm, common and better, 1, 1 1/2, 2-in.	25 00 30 00
Ash, black, log run	32 00 40 00
1 x 10 No. 1 barn	52 00
1 x 10 No. 2 barn	46 00
1 x 8 and 9 No. 2 barn	42 00
Lath per M:	
No. 1 white pine, 1 1/2-in. x 4-ft.	4 75 5 00
No. 2 white pine	4 50
Mill run white pine	4 75
Spruce, mill run 1 1/2-in.	4 00
Red pine, mill run	4 25
Hemlock, mill run	4 00
32-in. lath	2 00 2 25
White Cedar Shingles:	
xxxx, 18-in.	5 00
Clear butt, 18-in.	4 00
18-in. xx	2 75
Spruce logs (pulp)	13 00 15 00

QUEBEC, QUE.

White Pine	
First class Ottawa waney, 18-in. average, according to lineal.	80 80
19 in. and up average	85 85
Spruce Deals	
3 in. unsorted Quebec, 4 in. to 6 in. thick	\$31 00 \$34 00
3 in. unsorted, Quebec, 7 in. to 8 in. thick	35 00 37 00
3 in. unsorted Quebec, 9 in. thick	40 00 45 00
Oak	
According to average and quality	85 95
55 ft. cube	85 95
Elm	
According to average and quality, 40 to 45 feet, cube	95 1 05
According to average and quality, 30 to 35 feet	75 85
Birch Planks	
1 to 4 in. thick, per M. ft.	40 00 45 00

SARNIA, ONT.

Fine, Common and Better	
1 x 6 and 8 in.	\$80 00
1 in., 8 in. and up wide	90 00
1 1/2 and 1 3/4 in. and up wide	100 00
2 in. and up wide	105 00
Cuts and Better	
4/4 x 8 and up No. 1 and better	75 00
6/4 x 8 and up No. 1 and better	85 00
8/4 x 8 and up No. 1 and better	87 00
No. 1 Cuts	
1 in., 8 in. and up wide	63 00
1 1/2 in., 8 in. and up wide	72 00
1 3/4 in., 8 in. and up wide	73 00
2 in., 8 in. and up wide	76 00
2 1/2 and 3, 8 in. and up wide	100 00
4 in., 8 in. and up wide	105 00
No. 1 Barn	
1 in., 10 to 16 ft. long	\$53 00 \$63 00
1 1/2, 1 3/4 and 2 in., 10 to 16 ft.	58 00 64 00
2 1/2 to 3 in., 10 to 16 ft.	73 00
No. 2 Barn	
1 in., 10 to 16 ft. long	50 00 56 00
1 1/2, 1 3/4 and 2 in., 10 to 16 ft.	51 00 56 00
2 1/2 to 3 in.	66 00
No. 3 Barn	
1 in., 10 to 16 ft. long	46 00 51 00
1 1/2, 1 3/4 and 2 in., 10 to 16 ft.	47 00 51 00
Box	
1 in., 1 1/2 in. & 1 3/4 in., 10 to 16 ft.	42 00 44 00
Mill Culls	
1 in., 4 in. and up wide, 6/16 ft.	\$37 00
1 1/2, 1 3/4 and 2 in.	37 00
Lath	
No. 1 48 in. White Pine	5 80
No. 2 48 in. White Pine	5 10
No. 3 48 in. White Pine	4 60
32 in. Pine	2 10
48 in. Hemlock	4 60
32 in. Hemlock	2 00

ST. JOHN, N.B.

Spruce	
Wholesale to the Retailer	
Random Lengths	10 to 35 feet.
2 x 3 D 1 edge and 3 x 3 D 1 edge..	\$36 00
2 x 4 D 1 edge and 3 x 4 D 1 edge..	36 00
2 x 5 Rgh. and 3 x 5	36 00
2 x 6 Rgh. and 3 x 6	37 00
2 x 7 Rgh. and 3 x 7	38 00
2 x 8 Rgh. and 3 x 8	40 00
2 x 9 Rgh. and 3 x 9	47 00
2 x 10 Rgh. and 3 x 10	47 00
2 x 12 Rgh. and 3 x 12	47 00
Timber at corresponding prices:	
Merch. Spruce Bds., Rgh., Ran. lengths 1 x 3-4-5-6	32 00
Merch. Spruce boards, 7 and up	38 00
Refuse boards, plank deals	27 00
	Per M
Laths	\$3 25
Shingles, Extra Cedar	5 25
Clears	4 75
2nd do	4 00
Ex. No. 1	2 75
Spruce	3 00

Morgan Machine Company

ROCHESTER, N. Y.

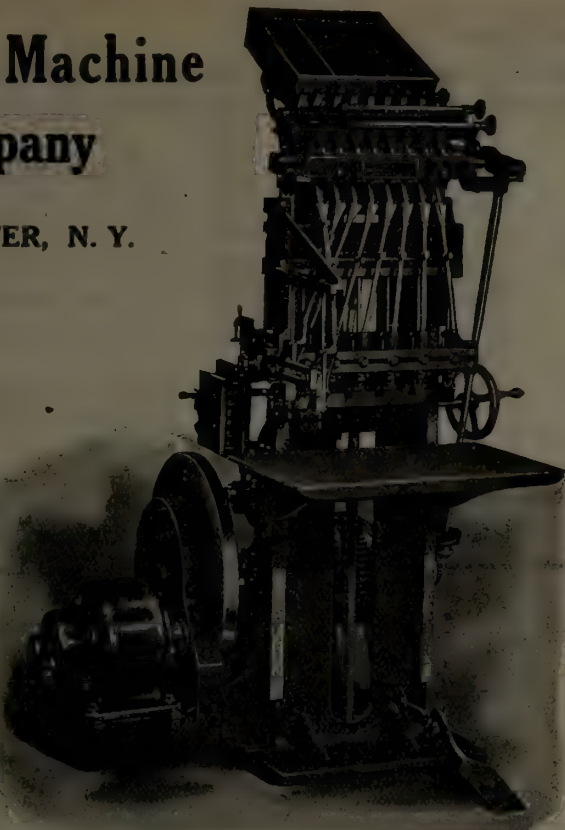
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Every manufacturer of boxes; every manufacturer who has nails to drive in any article, or packages of any kind to manufacture, should write the Morgan Machine Company for latest developments in machinery for the Box Industry.

Morgan Machine Company
ROCHESTER, N. Y.

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We are the original and the only makers of "Dunbar" Shingle Machines, Lath Machines, Clapboard Machines, Steam and Gasoline Logging Engines. Each is the best for its particular work. Are you using the best?

Lath Machine

From our many years of experience we evolved this "Dunbar" Original Lath Machine. Every improvement that could be suggested, every time-tested idea for the betterment of product and for greater speed, has been incorporated in this machine. We believe it has no equal, and there are a great number of mill men throughout Canada who share this belief with us. Carefully constructed of high grade materials and designed to work steadily under the hardest conditions.

Steam and Gasoline Logging Engines

Conditions in Canada necessitate an engine that will stand any amount of strain and hard work in the lumber industry. With this idea in mind we have brought out the "Dunbar" engines perhaps a little stronger than is really needed. They do their work easily and willingly, and stand a great amount of hard usage. Built entirely in Canada for the Canadian lumber trade.

Clapboard Machine

You will need no excuse for the quality of your product if you use the original "Dunbar" Clapboard Machine. Expert in every detail. This machine will give you the very best service under most trying conditions. It will turn out work without delays. It will need practically no repairs and will increase your output. We cannot recommend it too highly because it is giving this very service to lumbermen in all parts of this country.

Send for catalogues of any or all of these machines.

Dunbar Engine & Foundry Co.

WOODSTOCK, N.B.

CURRENT LUMBER PRICES—Continued

RED BIRCH			
4/4	58 - 60	38 - 40	22 - 24
5/4 to 8/4	60 - 62	40 - 42	24 - 26
SAP BIRCH			
4/4	51 - 53	30 - 32	18 - 20
5/4 and up	53 - 55	32 - 34	20 - 22
SOFT ELM			
4/4	43 - 45	28 - 30	20 - 22
5, 6 & 8/4	45 - 47	30 - 32	20 - 22
BASSWOOD			
4/4	47 - 49	37 - 39	25 - 27
Thicker	49 - 51	39 - 41	26 - 27
PLAIN OAK			
4/4	55 - 57	30 - 32	18 - 20
5/4 to 8/4	56 - 58	34 - 36	20 - 22
ASH, WHITE AND BROWN			
4/4	55 - 57	30 - 31	20 - 22
5/4 to 8/4	65 - 67	35 - 37	21 - 23
10/4 and up	75 - 88	42 - 50	24 - 26

BOSTON, MASS.

Quotations given below are for highest grades of Michigan and Canadian white pine and Eastern Canadian Spruce as required in the New England market in carloads.

White pine uppers, 1 to 2 in. 134 00
 White pine uppers, 2 1/2 and 3 in. 149 00
 White pine uppers, 4 in. 160 00
 Selects, 1 to 2 in. 125 00
 Selects, 2 1/2 and 3 in. 140 00
 Selects, 4 in. 155 00
 Fine common, 1 in., 30 per cent. 12 in. and up 90 00
 Fine common, 1 x 8 to 11 in. 87 00
 Fine Common, 1 1/4 to 2 in. 105 00
 Fine Common, 2 1/2 and 3 in. 135 00
 Fine Common, 4 in. 145 00
 1 in. shaly clear 72 00
 1 1/4 to 2 in. shaly clear 77 00
 1 in. No. 2 dressing 64 00
 1 1/4 to 2 in. No. 2 dressing 68 00
 No. 1 Cuts, 1 in. 80 00
 No. 1 Cuts, 1 1/4 to 2 in. 87 00
 No. 1 Cuts, 2 1/2 and 3 in. 112 00
 No. 2 Cuts, 1 in. 65 00
 No. 2 Cuts, 1 1/4 to 2 in. 74 00

Barn Boards, No. 1, 1 x 12	72 00	2 x 3, 2 x 4, 2 x 5, 2 x 6, 2 x 7	36 00
No. 1, 1 x 10	68 00	3 x 4 and 4 x 4 in.	38 00
No. 1, 1 x 8	64 00	2 x 8 in.	40 00
No. 2, 1 x 12	62 00	All other random lengths, 7-in. and under, 8 ft. and up	36 00
No. 2, 1 x 10	65 00	5-inch and up merchantable boards, 8 ft. and up, p 1s	40 00
No. 2, 1 x 8	62 00	1 x 2	40 00
No. 3, 1 x 12	61 00	1 x 3	40 00
No. 3, 1 x 10	60 00	1 1/2 in. spruce lath	4 50
No. 3, 1 x 8	59 00	1 1/2 in. spruce lath	4 00
Can. spruce, clear, 1 x 4 to 9 in. 1 x 10 in.	48 00	New Brunswick Cedar Shingles	
No. 1 1 x 4 to 7 in.	55 00	Extras	5 25
No. 1 1 x 8 & 9 in.	56 00	Cleaves	4 75
No. 1 1 x 10 in.	57 00	Second Cleaves	4 25
No. 2 1 x 4 & 5 in.	38 00	Clear Whites	3 75
No. 2 1 x 6 & 7 in.	45 00	Extra 1s (Clear whites in)	2 25
No. 2 1 x 8 & 9 in.	45 00	Extra 1s (Clear whites out)	1 90
No. 2 1 x 10 in.	48 00	Red Cedar Extras, 16-in. 5 butts to 2-in.	5 08
No. 2 1 x 12 in.	52 00	Red Cedar Eurekas, 18-inch 5 butts to 2-in.	5 40
Spruce, 12 in. dimension	58 00	Red Cedar Perfections, 5 butts to 2 1/4	6 07
Spruce, 10 in. dimension	56 00	Washington 16-in. 5 butts to 2-in. extra red cedar	4 80
Spruce, 9 in. dimension	49 00		
Spruce, 8 in. dimension	48 00		
2 x 10 in. random lengths, 8 ft. and up	44 00		
2 x 12 in., random lengths,	48 00		

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BOOKS FOR SALE Special Prices

Baughman's "Buyer & Seller." The handiest labor-saving book for lumbermen ever devised. Desk size, 300 pages, \$2.50. Pocket edition, 188 pages, \$1.25.

"The Kiln Drying of Lumber," a Practical and Theoretical Treatise, by Harry Donald Tiemann, M.E., M.F. Just published by J. B. Lippincott Co. 316 pages, illustrated. Price \$4.

The Preservation of Structural Timber, by Howard F. Weiss. Published in 1916 by McGraw-Hill Book Company, 312 pages, illustrated. Price \$3.

Scribner's Lumber & Log Book. 1917 Edition. Price 35c.

"Climax" tally book, bound in sheep, with hand straps. Size 4 1/4 x 8 1/2. 110 pages. Price \$1.00.

Seasoning of Wood: A Treatise of the Natural and Artificial Processes Employed in the Preparation of Lumber for Manufacture, with Detailed Explanations of its Uses, Characteristics and Properties, by Joseph Wagner. Published by D. Van Nostrand Co., in 1917. 274 pages, illustrated. Price \$3.00.

Utilization of Wood-Waste (Second Revised Edition), by Ernst Hubbard. Published in 1916 by Scott, Greenwood & Sons. 192 pages, illustrated. Price \$1.50.

CANADA LUMBERMAN

347 Adelaide Street West

TORONTO

Proctor
DRYERS

MACHINE NO. 47274

1911 OK AEB
 1912 OK AEB
 1913 OK AEB
 1914 OK OPT
 1915 OK ROC
 1916 OK GBL
 1917 OK HAM
 1918 OK PKC

PROCTOR SERVICE

We do not lose interest in Proctor Dryers immediately after selling and installing.

Once each year we aim to send an expert to inspect every Proctor Dryer in operation. If the dryer isn't right he MAKES IT RIGHT before leaving. We want every Proctor Dryer to be O.K. all the time.

Naturally, this service is of great value to the user and is appreciated, and this is one of the reasons why owners are always so willing to recommend Proctor Dryers.

Yes, it pays to install a Proctor Dryer from the service standpoint alone.

In addition we offer minimum floor space, minimum labor requirements, minimum heat and power consumption, maximum capacity, absolute constancy of temperature and humidity conditions and highest quality product.

Tell us your drying problem in detail. There's Proctor Dryer for every drying need.

PHILADELPHIA TEXTILE MACHINERY CO.

Builders of Drying Machinery

SEVENTH STREET AND TABOR ROAD, PHILADELPHIA, PA.
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Relaying Rails


Second Hand Machinery and Equipment

Burners; Lumber Cars; 56 lb. Rails
a Specialty; Scrap and Metals.

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TWO-PIECE
STEEL HAMES**

Two pieces of selected steel are forced together in a powerful hydraulic press to make the perfect Dreadnaught truss. Points where greatest strain comes are built of forged overlapping parts for

DOUBLE STRENGTH

Draft studs are forged steel. Rings are electrically welded—will not break, buckle, or bend. Correct in design, fits the collar snugly, anti-rust treated. Guaranteed to give perfect satisfaction.

Write for Descriptive Folder

We can furnish low tops and high tops; light hames and heavy hames in all kinds of finishes.

DEALERS—Write for our dealer proposition and selling helps.

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Dept. L ST. CATHARINES, Ontario, Can.

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Taps — Dies — Reamers — Cutters — Drills
MADE IN CANADA

As good as money can buy—Guaranteed absolutely!

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Many Fires in Lumber Mills have been caused by Hot Boxes

This risk can be eliminated by the use of

Chapman Double Ball Bearings

—IN—

Shafting, Hangers, Pillow Blocks
Loose Pulleys, etc.



Chapman Double Ball Bearings

decrease the friction loss 75% and do not generate heat.

No oil is used, a little Tranco Grease once or twice a year is the only lubricant required, consequently dust does not adhere to the outside of the bearing.

There is no spoilage from oil drip, and cleanliness may be easily maintained.

If you realized what these savings mean you will agree that

**You pay for Chapman bearings
whether you buy them or not**

Chapman Double Ball Bearing Co., Ltd.

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More Lumber Mill Testimony

"Extra Power" in Splendid Shape

After Three Years of Use

IN practically every line of industrial endeavor belt buyers are learning the merit of Extra Power Belting by testing it on the hard and troublesome drives.

Now comes a verdict from the far west. Mr. S. Thorp of the Forrest Mills of British Columbia tested an Extra Power Belt on a difficult drive.

This belt runs on the edger engine — under conditions as severe as can be found anywhere. The load is jerky and heavy. The belt speed is high—6050 feet per minute. A heavy tightener, set close to the drive pulley holds the belt down. An idler pulley also holds the belt down on the driven pulley.



"Your Extra Power Belt," he says, "which is 10-inch, 7-ply, has run on the edger for three years and has not given one minute's trouble, and at the present time doesn't look 10 per cent worse than when it was put on."

In selecting belting for your plant, remember that it does not pay to be sceptical. Get in touch with the nearest Goodyear belting man. Let him relate to you how the steam and water in pulp and paper mills; the slow, heavy pulls and the shifting pulleys in shell factories and machine shops; the high speed machines and heavy tighteners in lumber mills; the multiple pulley drives in textile mills; the exposed work of quarries, mines, cement plants and brick plants—all have been belted economically and well by Goodyear Extra Power.

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MADE IN CANADA

EXTRA POWER BELTING

LION BRAND

Cordage - Transmission Rope - Lath Yarn

LION

LION BRAND is the safe and sure cordage for the heavy hauls. It is made to stand the test.

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IN transmission Rope and Lath Yarn Lion Brand stands for absolute reliability. Our service represents perfect satisfaction.

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BE SURE YOU SPECIFY "LION BRAND"

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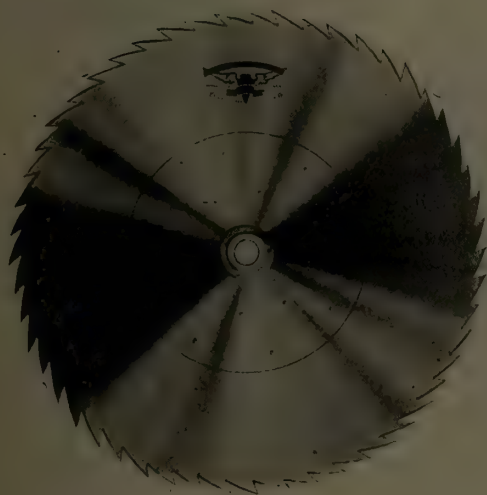
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VANADIUM STEEL

Solid Tooth Circular Saws
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Gang Saws



Why is it that every lumberman using "ARROW HEAD" VANADIUM STEEL SAWS will use no other?

QUALITY is the answer.



This saw will make more logs than any other saw on the market.

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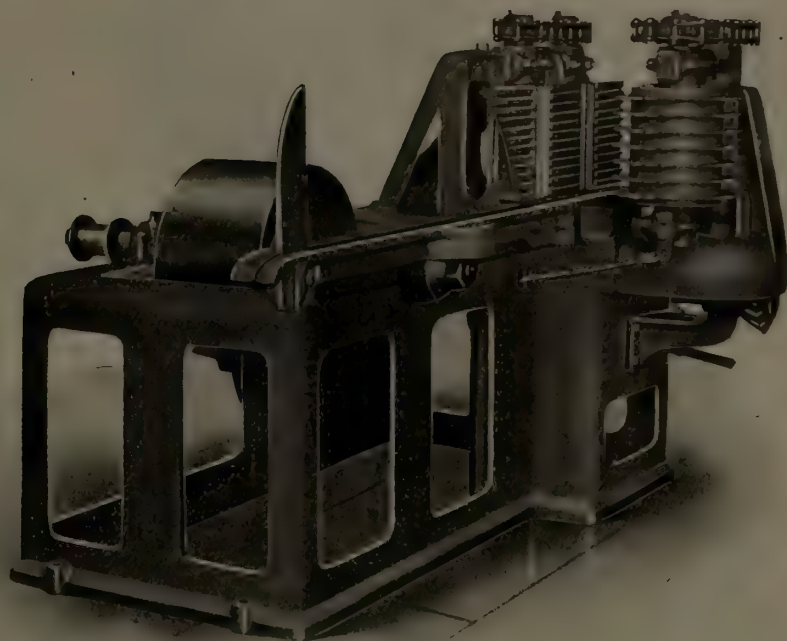
Canadian Link-Belt Company
Canadian Mathews Gravity Carrier Company.
Williams Machinery Co., A. R., Vancouver.

Continued on Page 70)

"HAMILTON" CIRCULAR RE-SAWS

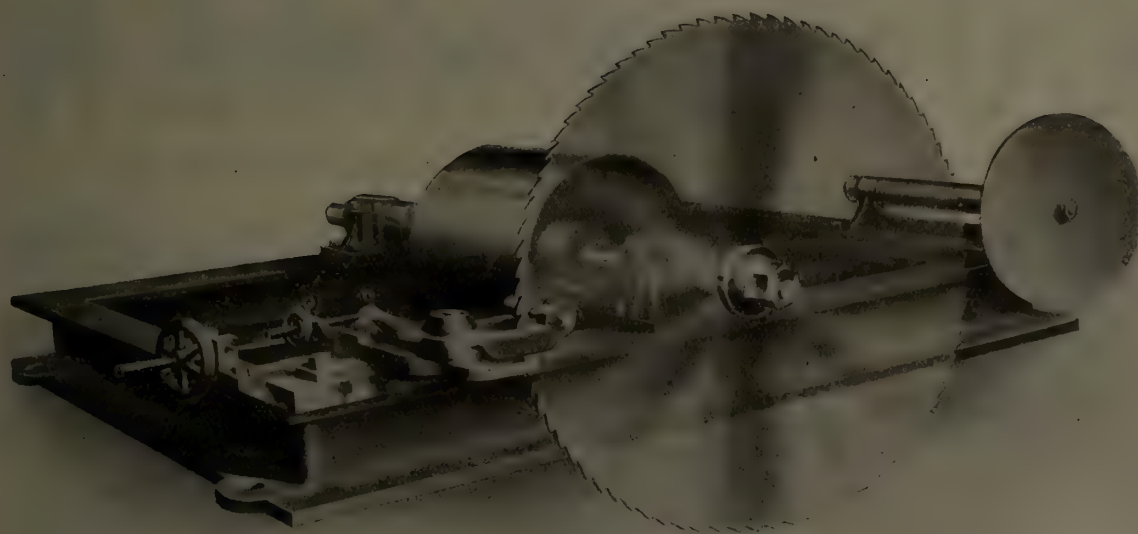
Here is a strong, rigid, well designed machine, specially gotten up for resawing slabs. The feed rolls are carried on a sliding frame that is easily adjustable to cut lumber any desired thickness. The binding or press roll is 13 in. diam., fitted with saw discs and power driven. The saw used is 42 in. diam., driving pulley 18 in. diam. x 12 in. face. Cut shows Left Hand Machine.

We also make this machine with wooden frame, having the mandrel and saw carried on an adjustable sliding frame.



Descriptive circular sent upon request.

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Made in different sizes to suit all requirements. Frames are all of cast iron, of heavy section throughout, planed on top and bottom, with mandrel boxes lined with high grade babbitt. Mandrels are exceptionally large, of forged steel with forged collar, and the guide is the famous Parkhurst steel saw guide with steel splitter.

We manufacture a complete line of up-to-date Saw mill Machinery for either Band or Circular Mills.

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SHINGLE MACHINES
Marsh Engineering Works, Limited
(Continued on Page 72)

TO LUMBERMEN

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**HARRIS HEAVY PRESSURE
BABBITT**

for All General Machinery Bearings



IMPERIAL GENUINE BABBITT
for Crank Pins and Heavy Engines

We Guarantee Excellent Service

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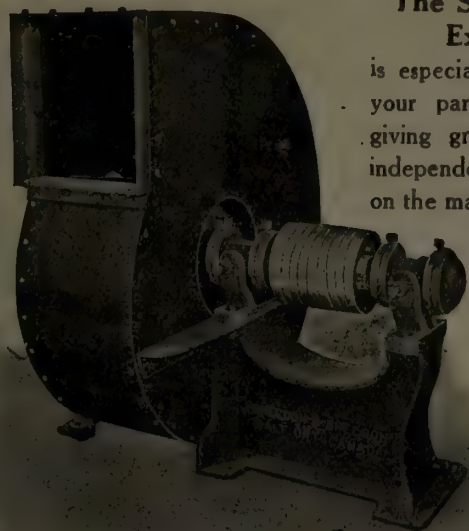
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Planing Mill Improvements

Every Manufacturer in the Lumber Industry realizes that to be "up-to-date" their Factory should be installed with Shaving Exhaust Fans.



The Sheldon Shaving Exhaust Fan

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Put a Belt as good as this on your pay roll.

This Graton & Knight 40 in. 3-ply Heart Brand Belt is five years old. It has been running on heavy duty for the Milford Light and Power Co., Milford, N.H. The cost of this belt in cash has been \$1.81 a week, or .004 per delivered horsepower per week.

This is the result of Graton & Knight Standardization which means the proper belt for every drive.

Write for new book about Standardized Leather Belting

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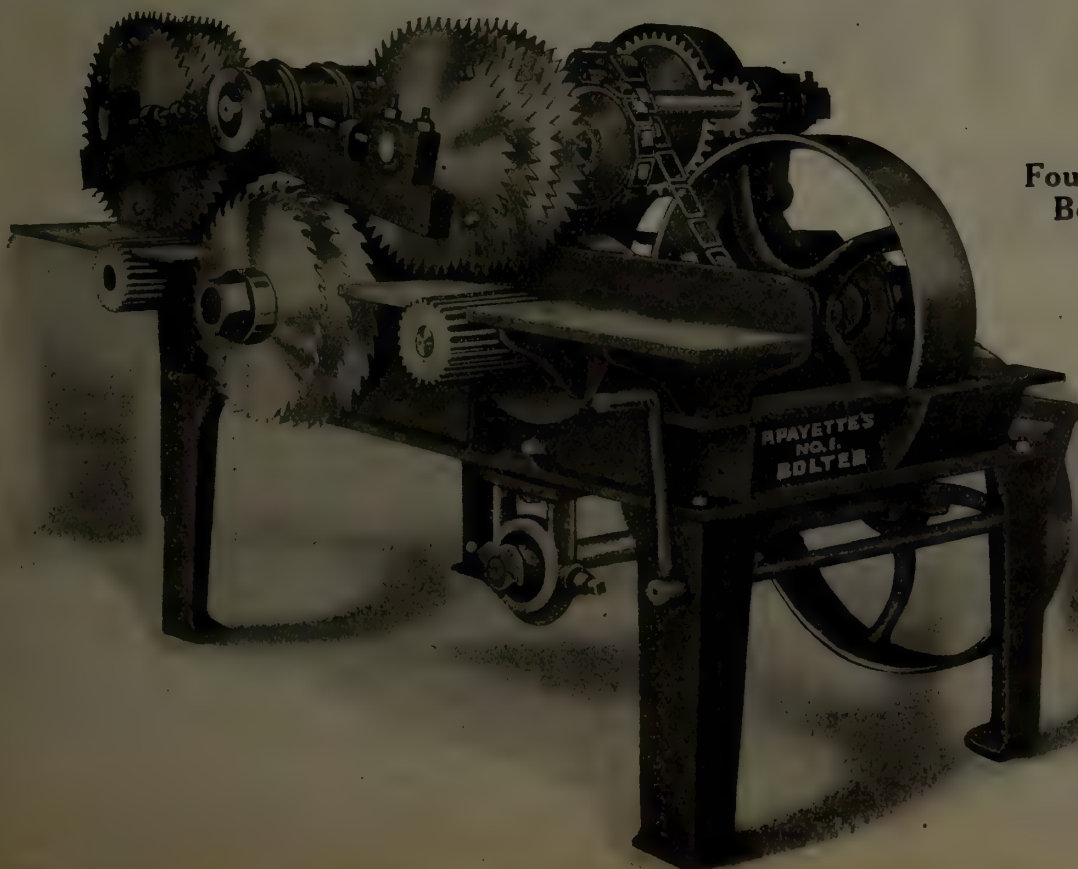
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Standardized Series

LEATHER BELTING

128,350 Laths in Ten Hours

Our Lath-Mill and Bolter have made a test cut in ten hours of 128,350 four foot laths, 1½ in. by ¾ in., counted, tied and piled.



A Few of the "400" who use Payette's Lath-Machinery:

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SPARK ARRESTORSJenckes Machine Company, Ltd.
Waterous Engine Works Company.**SPRUCE**Bartram & Ball.
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Cane & Co., Jas. G.
Cardinal & Page
Davison Lumber & Mfg. Company
Donogh & Co., John.
Dudley, Arthur N.
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Exchange Lumber Company.
Foss Lumber Company
Fraser Limited.
Fraser-Bryson Lumber Company.
Gillies Brothers.
Gloucester Lumber Company
Grant & Campbell.
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Lauder, Spears & Howland.
Long Lumber Company.
Mason, Gordon & Co.
McLennan Lumber Company.
New Ontario Colonization Company.
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River Ouelle Pulp and Lumber Co.
Shearer Company, Jas.
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Spencer Limited, C. A.
Terry & Gordon.**STEEL CHAIN**Canadian Link-Belt Company, Ltd.
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Green Company, C. Walter
Waterous Engine Works Company**TUGS**

West & Peachey.

TURBINESHamilton Company, William.
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Blair, Campbell & McLean, Ltd.

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Jeffrey Manufacturing Company.
Long Manufacturing Company, E.
Mershon & Company, W. B.
Waterous Engine Works Company.
Yates Machine Company, P. B.**WOOD PULP**Austin & Nicholson.
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STERLING STEEL SAWS

Give the results you are looking for. They run easier, cut faster and are guaranteed to hold their edge longer than any other make of saw.

Each one is an investment that will bring large returns.

Try them and see—you'll not be disappointed.

*Specify ATKINS on your next
order — It means economy.*

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Factory: HAMILTON, ONT.

Branch: 109 Powell St., VANCOUVER



Excelsior Cutting Machinery

Manufactured By

**The Elmira Machinery
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Elmira, Ont.

Write for Circular and Prices

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Finds us optimistic for the future and well
stocked with Horse Blankets, Feed
Bags, Tarpaulins, Oil Clothing
Tents, Flags, Straw Ticks
and Grey Blankets



We Guarantee Prompt Shipment
of Orders Entrusted to us

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Limited

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Put Your Locomotive Problem Up to Us



*We are specialists in
building locomotives*

We build all types and sizes, also
all kinds of spare and repair parts
for locomotives and tenders.

Our experience puts us in position to give you expert advice as to what
particular type and size of locomotive is best suited to your needs.

Put your locomotive problem up to us.

MONTREAL LOCOMOTIVE WORKS, LIMITED

DOMINION EXPRESS BUILDING,

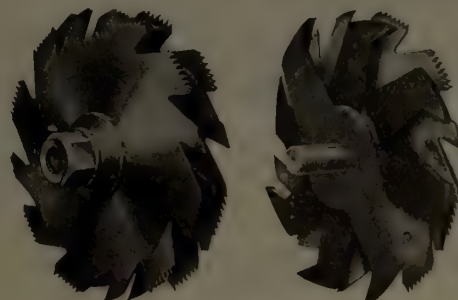
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CLIMAX Improved Geared LOCOMOTIVES FOR WOOD IRON RAILS



A 62-ton
Climax
Locomotive
Designed
Especially for
Heavy
Logging Work.

Climax Locomotives are successfully operated on steep grades and sharp curves. Any
weight or gauge. Locomotives in stock for immediate shipment. Get Catalog "H."
CLIMAX MANUFACTURING CO., 313 W. Main Street, CORRY, PA.
VANCOUVER MACHINERY DEPOT, LTD., VANCOUVER, B. C.



Patented Nov. 29 '92; July 19 '10.



Grooves cut with Huthers Bros. Dado Heads.

Fits Any Saw Mandrel

A Huthers Bros. Dado Head
consists of two outside cut-
ters and enough inside cutters
to make the required cut. This
Head will cut perfect grooves,
with or across grain, any width.
It is an easy Head to keep in
perfect condition, has a simple
quick adjustment, and may be
enlarged any time after pur-
chase. Sent on approval and
if not satisfactory return at
our expense.

Write for New Illustrated Catalog.

**HUTHER BROS. SAW
MFG. COMPANY, Inc.**

1103 University Ave.
ROCHESTER, N. Y.

LINK-BELT

FOR EVERY PURPOSE

Whether your problem is one of power transmission, elevating or conveying, we have a type of Link-Belt especially designed for the purpose.

And when we say "especially designed," we mean it. For our engineers have spent years in the study of the peculiar conditions and requirements which various industries place upon Link-Belt. Each type has been designed not with the thought of how cheaply it can be made, but how perfectly it can serve its purpose. We show two types of Link-Belt here. Our catalogue shows many others. Send for a copy.



CANADIAN LINK-BELT COMPANY, LIMITED
Wellington and Peter Streets, Toronto

MADE AND CARRIED IN STOCK IN CANADA

They Said—

"We want to reach the Canadian Lumber Field by working along the line of least resistance. What would you recommend?"

We Said—

"The **Canada Lumberman and Woodworker** is the medium for you to use. It is the national lumber paper of the Dominion and covers thoroughly the Industry from coast to coast. An excellent medium, indeed, to reach the Canadian Lumber Industry."

Are you interested? If so, why not have us forward our advertising rates?

Canada Lumberman and Woodworker

347 Adelaide St. W., Toronto



The "108" in the Philippines



As installed in the plant of
Go Tamco, a Chinese
Manila, Philippine Islands

Wherever mouldings are to be made; especially where a machine is needed which is so sturdily built that it will run year in and year out with few or no repairs,

The No. 108 Open-Side Moulder

is the "Invariable Choice of the Man Who Knows." Besides its sturdiness and dependability, it has many labor saving features to commend it. All adjustments convenient for the operator. Knives ground and jointed on machine, set-ups quickly and easily made; these are but a few of the many things you will appreciate in the "108." Send for free illustrated circular.

P. B. Yates Machine Company Ltd.

HAMILTON, ONT. CANADA
U. S. PLANT: BELOIT, WISCONSIN



Lath Machine and Bolter

This machine is a combination of our No. 2 Bolter and No. 2 Lath Machine mounted on a single frame. The lath machine is made the opposite hand to our single machine. The illustration shows the lath machine side of the combination. In mills where the floor space is limited and the output must be large this machine is an ideal combination. The details of construction found in our No. 2 Lath Mill and No. 2 Bolter apply to the combined machine.

When you overhaul your mill get in touch with us about new equipment.

We have the following on hand ready for shipment.

one Portable Saw Mill outfit with Right Hand Saw Frame and Carriage—set of track timbers, also the following items:

No. 1 Log Jack with foot wheel and idlers.

No. 7 Log Jack with foot wheel and idlers.

10 inch by 42 ft. Steam Feed—furnished with vertical or horizontal valves.

Double acting set works in No. 1, 2 and 3 sizes.

We have one second hand plain slide valve engine, right hand, side crank, 9 x 15, suitable for a small sawmill plant.

Write at once for information regarding the above or any other machine you may need.



The E. Long Manufacturing Co., Ltd.

ORILLIA CANADA

Robt. Hamilton & Co., Vancouver
Gorman, Clancy & Grindley, Ltd.
Calgary and Edmonton



Williams & Wilson, Limited, Montreal
A. R. Williams Machinery Co., Ltd.
Winnipeg

Nothing About Machinery Just About Ourselves—

Criticising one of our advertisements the other day, a member of a well-known advertising agency brought up the following point:—

“Here,” said he, “is a nice looking cut of a man piling lumber, and the words ‘Sawmill Machinery’ strung across it. That’s fine. So is the copy that tells me you furnish complete machinery and power plants for Portable, Medium and Heavy Sawmills, and so forth. At the bottom are the words, ‘Waterous Engine Works, Brantford, Canada.’ ”

“Did you ever stop to consider that you are telling the public absolutely nothing about yourselves?”

“You say you build Sawmill Machinery, but some firm with no experience or organization could put their name to that ad. and it would apply equally well.”

“You know, and I know, all about your firm,—but does the general public?—Do the men you are trying to reach with this, know that you have been in business for over 75 years?—That you are the largest Manufacturers of Sawmill Machinery in Canada?—That the first bandmill manufactured by you in 1890 *is still running to capacity?*—That it was the Waterous Engine Works Co. who made the double cutting bandmill a success?—That you have equipped over 60 per cent. of the largest mills in the country?—If they don’t know, why don’t you tell them?”

After he had left, that “Why don’t you tell them” kept bothering us so that we sat down and wrote what you have just read.

Then we walk over to the Sales Manager and let him read it. This is what he said:—“The public don’t want to know about us, they want to know if we build what they want to buy—they won’t read that stuff.”

Well, maybe so. Twenty-three issues out of the twenty-four a year we try to tell you about our Edgers, our Band mills, that we specialize in heavy carriages and so forth. Perhaps this will be a change.

Waterous

BRANTFORD, ONTARIO, CANADA



\$5,000,000.00

worth of mixed metal
sold annually.

"FROST KING" METAL

Our thirty-five years' experience in metal mixing enables us to place on the market a babbitt that we believe to be absolutely perfect. For high speed machinery and engine work it is without an equal. It is specially designed for saw-mills, planing mills, threshing engines, traction engines, pumps, rolling mills, pulp machinery, and all classes of stationary engines. It is a high grade metal, made of the very best selected stock, and carefully compounded.

If your dealer does not stock FROST KING send us a money order for your requirements. Price 35c per lb., Fort William and East; West of Fort William, 40c per lb., delivered nearest railway station; packed in 30 lb. and 60 lb. boxes.

For extra duty, such as over-hanging saws, our TROJAN BABBITT will stand where all other metals will fail. Price, Fort William and East, 65c. per lb.; West of Fort William, 68c., delivered to your nearest railway station; packed in 30 lb. and 60 lb. boxes.

HOYT METAL CO., Toronto, Canada

Have factory and office at Eastern Avenue and Lewis Street, Toronto, Canada

Factories also at:—

New York, N. Y.

London, Eng.

St. Louis, Mo.

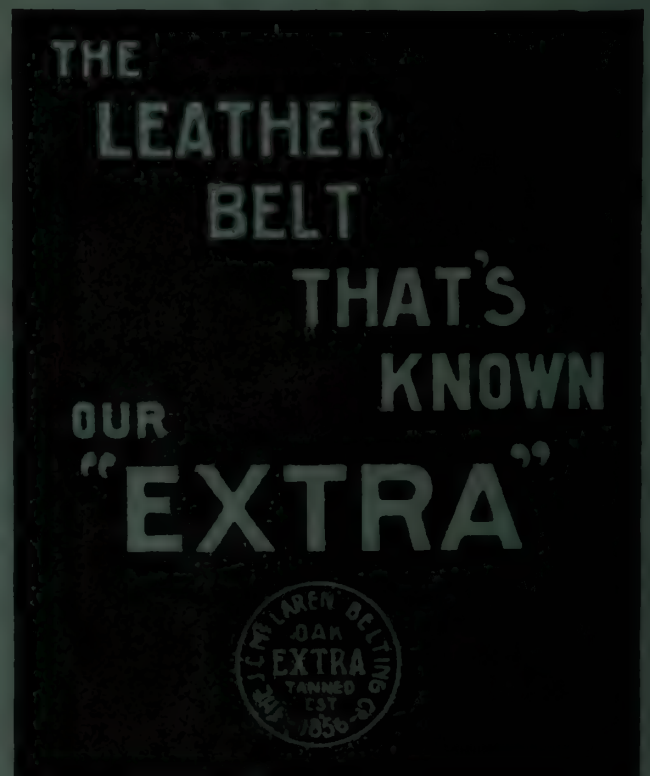


**Not altogether what we
say, but what users say**

"We have used the Alligator or Warping Tug manufactured by you for the last 7 or 8 years, and consider them indispensable to lumbermen on waters of French River or similar streams."

Will move a bag containing 60,000 logs,
in calm weather, 30,000 in a head wind.

West & Peachey - Simcoe, Ont.



Montreal Toronto Winnipeg

The J. C. McLaren Belting Co.

General Mill Supplies

MONTREAL

Pink's Lumbering Tools

The Standard Tools in every province of the Dominion, New Zealand, Australia, etc.
We manufacture all kinds of lumber tools. Light and Durable.

Long Distance Phone, No. 87

Send for Catalogue and Price List.

Sold throughout the Dominion by all Wholesale and Retail Hardware Merchants.

The Thomas Pink Company, Limited

Manufacturers of Lumber Tools

PEMBROKE

ONTARIO



Canada Lumberman

& Wood Worker



TRAPS—ANIMAL BAIT

We carry in stock the largest assortment of animal traps in Canada. HALLAM'S ANIMAL BAIT for Wolf, Fox, Mink, and all animals that eat meat, \$1.00 per bottle, or 6 bottles for \$5.00, postpaid by us.

No. 44 Justrite Headlight will not blow out; burns carbide; two lens; self lighter, 20 candle power, \$5.00. Cap 40 cents extra. Mailing weight three pounds.

FREE Hallam's Trapper's and Sportman's Supply Catalogue fully illustrated—containing 36 pages and cover—showing every necessity in camp equipment.

John Hallam
Limited
Hallam Building, TORONTO

Write to-day. Address in full as below.



No. 44 Justrite Headlight

EDGAR D. HARDY

JAS. E. REYNOLDS


E. D. HARDY & CO.

INSURANCE

Specialists in LUMBER and WOODWORKING Plants


HEAD OFFICE: OTTAWA, ONT.

Shimer Circular Bit Jointing Heads



A circular shear cut head that is unsurpassed as a Jointing Head for stock from 1" to 3"; always ready for the job without a set up, saving you money, and assuring a perfect square joint. Made in four, six or eight bits with or without Self Centering Colet.

Write for Prices



SHIMER CUTTER HEAD CO. OF CANADA, LTD., GALT, ONTARIO

Successors to Samuel J. Shimer & Sons

ASBESTOS

We manufacture practically every article that can be made of Asbestos—including

Asbestos {
Packings
Boiler Gaskets
Pipe and Boiler Coverings

Atlas Asbestos Co., Limited, Montreal







Buy for Long Satisfaction

It is assured when you order

Smart-Turner Pumps

THE SMART-TURNER MACHINE CO., LIMITED
HAMILTON - CANADA



Soo Line Pike Poles, Peavies, Cant Hooks and Sager Axes

in the hands of your woodsmen will give you satisfaction and save your money.

Ask your dealer or order direct.

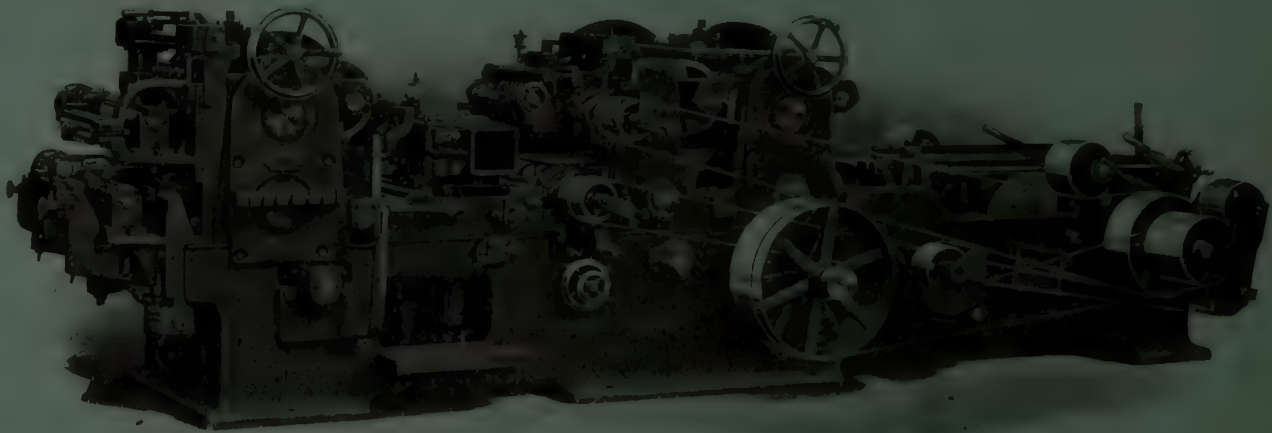
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Canadian Warren Axe & Tool Co.
ST. CATHARINES, ONT.

AMERICAN WOOD WORKING MACHINERY CO.

ROCHESTER, N. Y.

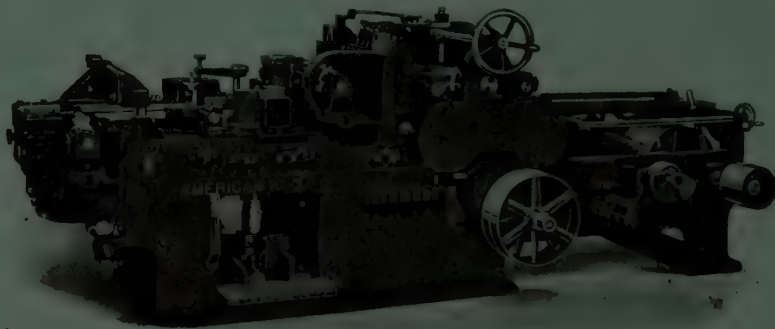
SALES OFFICE FOR BRITISH COLUMBIA, PORTLAND, OREGON
 AGENTS FOR THE REST OF CANADA GARLOCK-WALKER MACHINERY CO., TORONTO
 AGENTS FOR GREAT BRITAIN THE PROJECTILE CO., LONDON

FIRST IN QUALITY



American Model 5-77A Planer & Matcher

Everything is in this machine that is desirable in a High Speed Planer & Matcher. The Automatic Belt Release and Tighteners; the built-in Cutter Head Knife Jointers for both top and bottom heads; a system of Feed Roll Gearing where there are no chains and sprockets or immediate gears; quick and accurate adjusting and positive locking Matcher Legs; micrometer adjustment of Feed Rolls and Platen, are features that put the Model 5 ahead of all competitors.



American No. 34-C Inside Moulder

The general design and form of construction of the frame; the direct and simple system of Gearing; the massive Bed Plate supporting the Matcher Legs; the Side Clamping Boxes quickly removable for change of heads; the accurately fitted and easy adjustments throughout, are all features that make this the most up-to-date inside moulder on the market to-day.

Our New Catalog

We expect our New Catalog off the press by the time this reaches you. Send your request for a copy to our representative in your territory.

COUPON

**Garlock Walker Machinery Co.
 Toronto, Canada**

Please send us a copy of the New American 12th Edition Catalog. We are in the market for the following machines:--

.....

Signed

Town Province

CANADIAN



SALES AGENTS

Garlock-Walker Machinery Company

32-34 FRONT STREET WEST, TORONTO

LIMITED

TORONTO

MONTREAL

WINNIPEG

Spruce

Hemlock

STOCK ON HAND UNSOLD FOR IMMEDIATE SHIPMENT

MERCHANTABLE SPRUCE

2 x 4 x 10/13 Scant	56,800 ft.
2 x 5 x 10/13 Scant	76,100 ft.
2 x 6 x 10/13 Scant	133,900 ft.
2 x 7 x 10/13 Scant	106,200 ft.
2 x 8 x 10/13 Scant	44,600 ft.
2 x 9 x 10/13 Scant	175,100 ft.
2 x 4 and up x 6/9 Scant	5,590 ft.
1 x 5 x 10/13	103,500 ft.
1 x 6 x 10/13	159,000 ft.
1 x 7 x 10/13	89,000 ft.
1 x 8 x 10/13	48,300 ft.
1 x 9 x 10/13	9,400 ft.
1 x 4 and up x 6/9	48,700 ft.

MERCHANTABLE SPRUCE

2 x 3 and up x 8 and up	88,000 ft.
3 x 3 and up x 8 and up	567,000 ft.
4 x 5 and up x 8 and up	75,000 ft.

CULL SPRUCE and JACK PINE

1 x 4 and up x 6/13	350,000 ft.
2 x 4 and up x 6/13 Scant.	165,000 ft.

MERCHANTABLE HEMLOCK

1 x 8 x 10/16	100,000 ft.
1 x 9 x 10/16	45,000 ft.

LATH, MILL RUN

1½ - 4 ft. Spruce	525,000 pcs.
1½ - 4 ft. White Pine	825,000 pcs.

Bartram & Ball Limited

WHOLESALE LUMBER

Drummond Bldg., 511 St. Catherine St. West, Montreal, Que.

BRITISH COLUMBIA Hemlock Spruce, Fir, Pine, and Cedar CALIFORNIA White and Sugar Pine

Eastern Representatives

VICTORIA LUMBER & MFG. CO., CHEMAINUS, B. C.

Straight or Mixed Cars of
Boards, Shiplap, Flooring, Decking, V.J. Sheathing, Finish and Dimension
Heavy Timbers and Deep Joists
SHIPBUILDING MATERIAL

Get our quotations

KNOX BROTHERS, 707 Bank of Hamilton, TORONTO, ONTARIO

Head Office, Montreal, Que.

Tel. Main 4685

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CHEMAINUS

CHEMAINUS FIR



Clear Kiln Dried B. C. Douglas Fir

We can make prompt shipment on straight or mixed cars of clear kiln dried B. C. Douglas Fir in all sizes rough or dressed. Also flooring, ceiling, mouldings and siding.

If quality can talk to you — get in touch with us.

VICTORIA LUMBER & MFG. CO., LIMITED

Head Office and Mill
CHEMAINUS, B. C.

Eastern Representatives:
KNOX BROS.,
Bank of Hamilton Building, Toronto,
and
Drummond Building, Montreal.

High Grade Lumber and Timber

SPRUCE

Ready for Shipment

2 x 4	10/16	3 x 5	12/16
2 x 5	10/16	3 x 6	12/16
2 x 6	10/16	3 x 7	12/16
2 x 7	10/16	3 x 8	12/16
2 x 8	10/16	3 x 9	12/16
2 x 9	10/16	3 x 10	12/16
2 x 10	10/16	3 x 11	12/16

DOUGLAS FIR

Ready for Shipment

8 x 8 to 16 x 16 16/32 ft.

Pitch Pine

6 x 8,	14/20
8 x 8,	12/20
8 x 10,	14/16
10 x 10,	18/20

Pattern Pine a Specialty

Can Re-saw the above in any size required, rough or planed. Mail us your enquiries.

The James Shearer Co., Limited

Wholesale and Retail Dealers
in Lumber and Timber

OFFICE AND YARDS:
225 St Patrick St. MONTREAL

Long-Bell Branded Lumber Nationally Advertised

In order that the public may become familiar with the uniform high quality of Long-Bell branded lumber, we have inaugurated a large national advertising campaign. Consumers will be told that

Long-Bell

is "The Mark On Quality Lumber."

Each advertisement refers the consumer to the retail lumber dealer. Such magazines as The Saturday Evening Post, Literary Digest, Review of Reviews, Scientific American, Country Life and architectural, building, engineering, manufacturing, railway and farm publications will carry advertisements impressing readers with the fact that Long-Bell branded lumber is lumber of quality and that every piece is trade-marked.

Long-Bell, nationally advertised, trade-marked lumber will satisfy your customers and increase your sales. Place your orders now.

The Long-Bell Lumber Company

R. A. Long Building

Kansas City, Mo.

Manufacturer of

***Southern Pine, Hardwood, Oak Flooring, and
Creosoted Posts, Poles and Wood Blocks.***

Geo. Gordon & Co.

Limited

Cache Bay - Ont.

White and Red Pine

Stock on Hand for quick shipment

6 x 6- 12/16'	50,000	6 x 12- 12/16'	7,000'
8 x 10- 12/16'	30,000	8 x 12- 12/16'	14,000'
10 x 10- 12/16'	100,000	10 x 12- 12/16'	25,000'
4 x 12- 12/16'	60,000	12 x 12- 12/16'	150,000'

Complete assortment 1"- 2"- and 3" White Pine

WRITE US FOR PRICES

AN IDEAL LUMBER MILL



**Running Continuously
All the Year Round**

Capacity, modern equipment, and shipment facilities are factors that combine to make the Fassett Lumber Mill one of the best in the country for quality and service.

We are now sawing hardwood and have five million feet of

**BIRCH, MAPLE
BASSWOOD, ELM
and ASH**

Put up on grade. Get in touch with us.

Large stocks of Hemlock and Spruce always on hand.

Fassett Lumber Company, Limited FASSETT
QUEBEC



Quality and Service both satisfactory
from our customers' viewpoint.

WHO SUPPLIES YOUR LUMBER ?

You may be entirely satisfied with the lumber you are buying now, perhaps you have been getting the same stock for years, but if you can buy *White Pine* that shows more profit per thousand than what you have been getting would you be open for a deal?

Let us know the sizes and grades you are using and we will give you our mill inspection and prices.

The way our stocks are put up, the prices we ask, and the service we give, merits a share of your business.

Let us quote on your next order, perhaps we can save you some money.

UNION LUMBER COMPANY, LIMITED

701 DOMINION BANK BUILDING

TORONTO

CANADA

Davison Lumber & Manufacturing Co., Ltd.

Bridgewater, N. S.

THE LARGEST LUMBERING INDUSTRY IN NOVA SCOTIA

PRODUCTION 40 MILLION FEET PER ANNUM

Send us your enquiries for

**Spruce, Pine, Hemlock or Hardwood Lumber
Box Shooks and
Dry Pressed Baled Sulphite and Sulphate Pulp Chips**

OUR SPECIALTIES:

Nova Scotia White Spruce and Hardwood Flooring

We are equipped with everything appertaining to Modern Saw Milling and operate from the Woods to the finished product.

If you want something special quickly, try us. We will cut, dry, work and ship within a few days from receipt of order.

We are located on the main line of the Halifax and South Western Railway and on Tidewater.

We Operate:

A Double Band Mill at Springfield, N.S.,	Capacity 120,000 ft. per day	A Box Shook Factory at Bridgewater, N.S.,	Capacity 50,000 ft. per day
A Rotary and Gang at Mill Village, N.S.	" 40,000 ft. per day	A Dry Kiln at Bridgewater, N.S.,	" 100,000 ft. per day
A Rotary and Gang at Bridgewater, N.S.,	" 80,000 ft. per day	A Chipping Mill at Bridgewater, N.S.,	" 100 cords per day
A Planing Mill at Bridgewater, N.S.,	" 100,000 ft. per day	A Ground Wood Pulp Mill at Charleston, N.S.,	Capacity 40 tons Spruce Pulp per day.

PHONE: BRIDGEWATER 74

DUNFIELD

& COMPANY LIMITED

Halifax, N.S.

Grading
of
**BIRCH
BEECH
and
MAPLE**
a Specialty

**The Largest
Lumber
Exporting
House in
Nova Scotia**

Exporters and Dealers in

Nova Scotia and New Brunswick

**Spruce Pine
Hemlock Hardwood
Laths**

Head Office:
8 Prince St., Halifax N.S.

Branch Office:
8 Market St., St. John, N.B.

"British Columbia Fir" TIMBERS

*Rough Clears
Flooring, Ceiling and Finish*

Alberta Lumber Co., Limited
VANCOUVER, B. C.

Fraser Bryson Lumber Co., Ltd.

Office, ^{Castle Building}
53 Queen St. Ottawa, Can.

Wholesale Lumber Dealers
and Selling Agents for

Fraser & Co.

Mills at

DESCHENES

QUEBEC

**White Pine
Red Pine
Spruce
Lumber and Lath**

**California White Pine
California Sugar Pine
and Arizona Soft Pine**

Best Stock for Factory and Pattern Lumber

Ask **LOUIS WUICHET**

Room 716 Railway Exchange, CHICAGO, ILLINOIS

Austin & Nicholson

CHAPLEAU, ONTARIO

**Lumbermen and General
Contractors**

**Railway Ties and
Pulpwood
PILING**

**Rough and Dressed
Lumber and Lath**

MILLS AT NICHOLSON, ONTARIO

Special Prices to Clean Up

At Midland, (Dry)

1 car 1 x 4 and up No. 1 M. C. White Pine.

At Powassan, (Dry)

50,000	1 x 10 and 12 in. No. 1 M. C. White Pine.
54,000	2 x 4 and up Merchantable Spruce.
10,000	1 x 4 and up Merchantable Spruce.
14,000	2 x 4—10/16 Merchantable Hemlock.
10,000	2 x 8 " "
27,000	2 x 10 and 12 " "
14,000	1 x 4 and up " "

At Moffatt

4 cars 4" and up 8' Cedar Posts.

In Transit

5 cars 3 X B. C. Shingles.

The Long Lumber Co.

HAMILTON, ONTARIO



"UNSURPASSED"



This may truly be said of our stock of—

Red Pine and White Pine at Midland, Ontario

Complete assortment of sizes. Prices reasonable.

Now sawing Hemlock and Jack Pine

Can saw special bills. Let us quote you.

Don't forget to get our quotations when enquiring for all kinds of—

British Columbia Forest Products

TERRY & GORDON



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TORONTO, ONT.

Vancouver Branch:
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Ontario Representatives of
The British Columbia Mills, Timber & Trading Co. of Vancouver, B.C.

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Genoa Bay for Lumber Value

BIG STOCKS—IMMEDIATE SHIPMENT

Fir Timbers
Lumber
Lath
Cedar, Shingles
Fir Flooring
Ceiling
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Having decided to discontinue saw mill operations at Penetang have the following machinery for sale. This machinery is all in operating condition and is open for inspection at Penetang, Ont.

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Extra heavy log haul-up works with inch round and flat chain, 128 ft. centres.

2—Waterous log unloaders or kickers, 3 arms, 10 in. cylinders.

1—Waterous log loader, 8 arms, 10-in. cylinders.

1—Waterous right-hand double cutting band mill, 11 in. saws, 8 ft. wheel, with 3-block carriage; 24 in. opening; Payette set works and dogs; 8 in. x 36 ft. steam feed.

1—Waterous double edger for 20-inch saws, lever shifter.

1—Payette double edger for 18-in. saws, lever shifter.

48—live rolls about 8 ft. long by 10 in. dia.; extra heavy, sprocket drive.

20—High cars with roller tops, 24 in. heavy wheels on 3 in. axles, standard gauge.

1—Mershon 4 saw gang resaw, takes squared cants or just one face, ideal machine to cut small logs and centres of large after good has been taken off.

1—Payette picket machine, made specially for shade roller stock, will feed pieces 16 in. long, also sorting table with chain top.

1—Rogers Iron Works circular resaw for making box lumber from slabs; fool-proof machine.

1—Payette edger for box and short stock.

1—Rogers twin circular or tie maker.

1—Payette lath bolter and lath machine.

1—Pair lath trimmers.

1—Picket trimmer (bunch trim).

Conveyor drives and chains.

Pulleys, gears, heavy line shafting and countershafting with bearings.

Send us your requirements.

We have a large stock of double and triple leather belting in widths from 10 in. to 46 in.

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3—Return Tubular Boilers, Goldie McCulloch make, 66 x 16, Dutch oven settings, 85 lbs. steam allowance Ontario Government.

Breeching and smoke stack for above boilers, 50 in. dia., newly painted, 600 ft. new 1/2-in. guy and plate for brick pier.

1—Northey boiler feed pump, outside packed, 8 in. x 5 in. x 12 in., for 3 in. suction pipe.

1—Pair Polson "Brown" type engines, coupled on quarters, 22 in. x 50 in., with 16 ft. x 48 in. belt, balance wheel. Excellent engines.

1—Pair American feed water heaters for above engines; 10 in., copper coils.

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1—Waterous band saw grinder for 6 in. saws.

1—Baldwin retoothing for band saws.

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2—Reversible saw levelling blocks.

2—Chilled band saw anvils.

Hanchet band saw swages; Crescent circular saw swages; shapers and dressers.

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Booms and boom chains, 1/2, 3/4 & 1. Winches and other mill supplies.

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"Look Over" but "Don't Overlook" the following DRY SPRUCE

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100M	1 x 4 and up	" "
25M	2 x 3	" "
200M	2 x 4	" "
300M	2 x 5	" "
300M	2 x 6	" "
150M	2 x 8	" "
68M	2 x 9	" "
25M	2 x 10	" "
12M	2 x 11 and up	" "
60M	1 x 3"	Cull
125M	1 x 4 and up	" "
120M	5/4 x 6 and up	Box and Cull. ave. 7 1/2"—about 60%—16'
50M	2 x 3 and up	Cull
100M	3 x 4/6"	" "
135M	3 x 7 and up	" "

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20" Sidney, Famous
16" Chamberlain, back geared.
16" Canada Machinery Corporation.
16" Cowan.
16" Sidney, Famous, patternmakers.
14" Sidney, Famous.
2" x 36" Cowdry, gauge lathe.

Band Saws

36" MacGregor-Gourlay, circular re-saw.
36" West Side, pedestal.
30" Cowan, bracket.
30" Goldie & McCulloch, bracket.
30" Ideal, pedestal (4).
27" Sidney, pedestal.
20" Sidney, pedestal.

Saw Tables

No. 2 Sidney, Famous, variety.
No. 2 Crescent, combination.
No. 6 Sidney, Famous, variety.
Ballantine variable power feed rip
Fisher, iron frame rip.
MacGregor-Gourlay power feed cut-off.
Greenlee automatic cut-off.
7' Fay, swing saw.
Vaughan, portable drag saw.
American, drag saw.
C. M. C. dimension saw.
No. 4 Canadian, pole saw.

Planers

30" Whitney pattern single surfacer.
26" double surfacer, with chip breaker.
24" Hermance, double surfacer.
24" Sidney, Famous, single surfacer.
24" MacGregor-Gourlay.
24" Champion planer and matcher, with moulding attachment.
24" Galt, planer and matcher.
18" Sidney, Famous, single surfacer.
16" Galt, pedestal, buzz.
16" Buzz, with slotted head.

Moulders

13" Clark-Demill four side.
12" Cowan four side.
12" Woods, four-side, inside.
10" Houston four side.
8" Dundas four side.
6" Cowan four side.
6" Dundas sash sticker.

Mortisers

Cowan, upright power.
Galt, upright, compound table.
No. 1 MacGregor-Gourlay upright.
No. 5 New Britain chain.
Fay, upright, boring attachment.
No. 2 Smart, foot power.

Clothespin Machinery

Humphrey automatic lathes (6).
Humphrey double slotters (3).

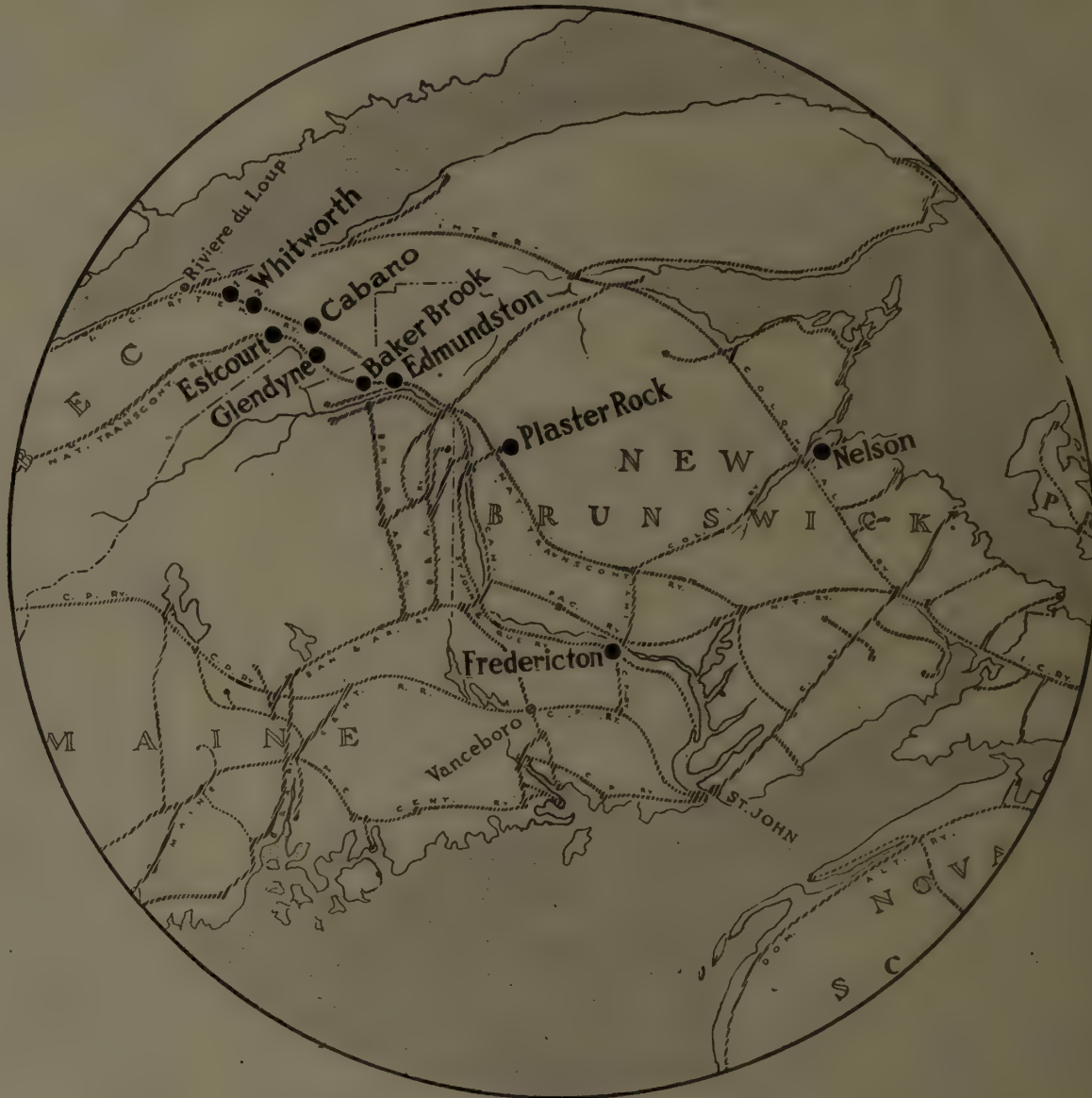
Miscellaneous

No. 30 Sidney, universal woodworker.
No. 58 Crescent universal woodworker.
No. 7 Sidney, post boring machine.
No. 100 Galt, post boring machine.
No. 920 C.M.C. post boring machines (2).
Fay, single spindle, boring machine.
Cowan moulder and panel raiser.
MacGregor Gourlay 12 spindle dovetailer.
Fay & Egan 12 spindle dovetailer.
No. 1 Ballantine dowel machine.
12" Canada Mach. Corp. sander.
24" Fay, double drum.
No. 2 Defiance belt sander.
Egan sash and door tenoner.
M135 Cowan, sash and door relisher.
No. 6A Fox wood trimmer.
2-spindle Cant-Gourlay shaper.
20" American wood scraper.
M63 Cowan spindle carver.
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Boss automatic shingle machine.
No. 2 Dominion, lath machine & bolter.
No. 3 Defiance, rim and felloe rounding machine.
No. 1 Defiance, automatic, spoke driver.
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1st and 2nds..	1,000 ft	51,000 ft	12,000 ft	11,000 ft	38,000 ft	12,000 ft	10,000 ft	3,300 ft	
No. 1 Com. ..	1,000 ft	32,00 ft	42,000 ft	35,000 ft	55,000 ft	10,000 ft	8,000 ft	2,500 ft	
No. 2 Com. ..		18,500 ft	4,000 ft	3,200 ft	4,000 ft	1,200 ft	2,000 ft		
CYPRESS.									
1st and 2nds ..		24,000 ft	47,000 ft	40,000 ft	34,000 ft	33,000 ft	1,700 ft	3,000 ft	
Selects		44,000 ft	36,000 ft	23,000 ft	72,000 ft	23,000 ft	33,000 ft	12,000 ft	
No. 1 Shop ..		13,000 ft	500 ft	600 ft	2,500 ft	2,400 ft	1,000 ft	3,300 ft	
HARD MAPLE.									
1st and 2nds ..	3,500 ft	30,000 ft	27,000 ft	24,000 ft	83,000 ft	13,000 ft	16,000 ft	11,000 ft	
No. 1 Com. ..	1,000 ft	124,000 ft	14,000 ft	84,000 ft	190,000 ft	63,000 ft	59,000 ft	24,000 ft	
No. 2 Com. ..		12,000 ft	4,500 ft	5,000 ft	24,000 ft	2,000 ft	25,000 ft	14,000 ft	
SOFT MAPLE.									
1st and 2nds ..	2,100 ft	14,000 ft	2,000 ft	9,000 ft	29,000 ft	23,000 ft	20,000 ft	2,600 ft	
No. 1 Com. ..	500 ft	23,000 ft	1,000 ft	9,000 ft	5,400 ft	3,300 ft	30,000 ft	2,800 ft	
No. 2 Com. ..		1,500 ft	700 ft	800 ft	11,000 ft	500 ft	12,000 ft		
PLAIN RED OAK.									
1st and 2nds ..	6,400 ft	69,000 ft	24,000 ft	44,000 ft	85,000 ft	56,000 ft	35,000 ft	32,000 ft	
No. 1 Com. ..	14,000 ft	107,000 ft	52,000 ft	64,000 ft	119,000 ft	61,000 ft	24,000 ft	14,000 ft	
No. 2 Com. ..		46,000 ft	1,500 ft	3,200 ft	13,000 ft	10,000 ft	7,000 ft	1,500 ft	
PLAIN WHITE OAK.									
1st and 2nds ..	2,400 ft	16,000 ft	7,000 ft	13,000 ft	54,000 ft	30,000 ft	60,000 ft	13,000 ft	
No. 1 Com. ..	3,900 ft	55,000 ft	20,000 ft	17,000 ft	356,000 ft	237,000 ft	211,000 ft	60,000 ft	
No. 2 Com. ..		58,000 ft	3,500 ft	3,600 ft	46,000 ft	15,000 ft	36,000 ft	2,100 ft	
IMPLEMENT GRADE WHITE OAK (free of heart)									
50,000 ft. 1½ in.	200,000 ft. 2 in.	70,000 ft. 2½ in.	100,000 ft. 3 in.	45,000 ft. 4 in.					
SOUND SQUARE EDGED WHITE OAK									
About 500,000 ft. 2 in. and 3 in. x 6-8 in., 10 in., 12 in. and up to 10 x 10 in.									

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1 car 1	in. 1 and 2 White Ash.
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1 car 1½	in. No. 1 Com. Wh. Ash.
1 car 3	in. No. 2 Com. Wh. Ash.
1 car 1½	in. No. 1 Com. Beech.
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2 cars 1	in. No. 1 Com. Cherry.
1 car 1½	in. No. 1 C. Cottonwood.
2 cars 3	in. 1 and 2 Elm.
2 cars 3	in. No. 1 Com. Elm.
1 car 1	in. 1 and 2 Pl. Red Gum.
1 car 1½	in. 1 and 2 Pl. Red Gum.
1 car 2	in. 1 and 2 Pl. Red Gum.
1 car 1	in. 1 and 2 Poplar.
1 car 2½	in. 1 and 2 Poplar.
1 car 1½	in. Sap and Sel. Poplar.
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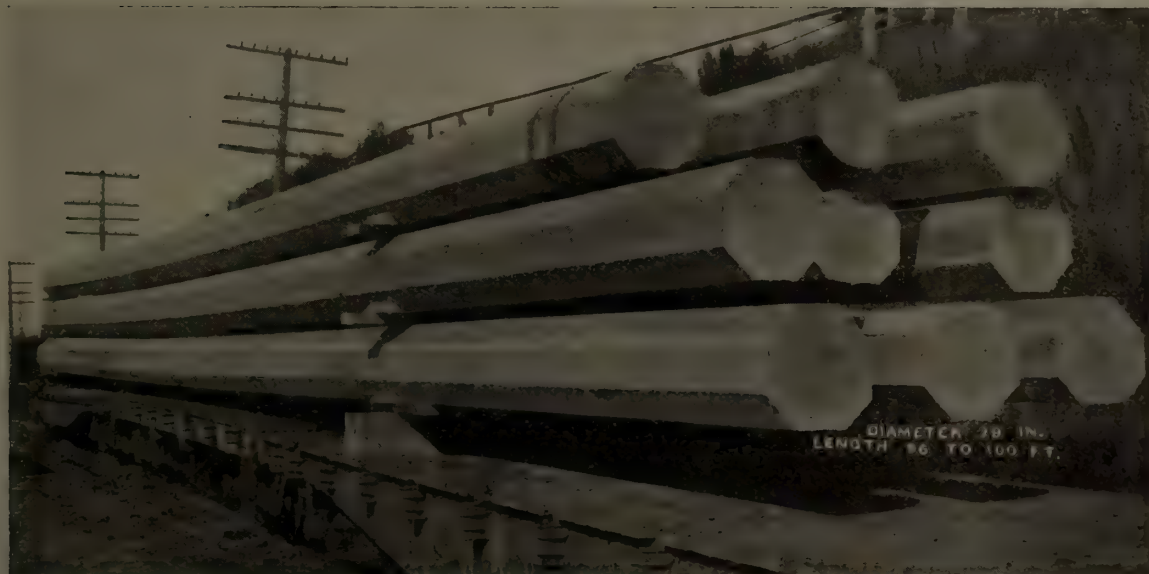
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50 M. ft. 1 x 5 “ “ “ “

50 M. ft. 2 x 4 “ “ “ “

150 M. ft. 2 x 6 “ “ “ “

50 M. ft. 1 x 3 Mill Culls, Spruce.

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7 M. ft. 1 x 5 “ “ “

13 M. ft. 1 x 6 “ “ “

60 M. ft. 2 x 3 “ “ “

17 M. ft. 2 x 4 “ “ “

25 M. ft. 3 x 5 “ “ “

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Any or all of the following, from Wm. Peter estate—
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1 right hand 3-Block Carriage, 40 inch, fitted with Payette set works, friction receder, 5 trucks, frame of carriage oak; never been used, except set works, which have been refitted; carriage built by E. Long Mfg. Co., Orillia.

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1 Steam Nigger, Waterous Co.

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1 right hand Champion Edger (Waterous Co.), 48 inches, 3 stationary saws, 2 movable saws.

1 left hand Hamilton Edger, 54 inch, 4 stationary saws, 1 movable saw.

1 Engine, 14 x 20 slide valve, Payette fly-wheel, 5 ft. diameter, 30 in. face.

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1 Patterson & Berryman Water Heater:

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Special Heavy Forged Chain, about 800 feet.

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3 x 4" & up x 3' to 9 ft. 37,000 ft.

Good average widths and lengths

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Also 500 M. 3 in. Pine Culls 100 M. 2 in. Spruce Culls

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Renfrew, Ontario

River Ouelle Pulp & Lumber Co.

Manufacturers of

SPRUCE

Lumber

Lath

Pulpwood

Head Office and Mills at:

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Chatham, New Brunswick

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Band mill at Chatham with Resaw and Planer mill in connection with same.

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Special bargains in the Townships of Falconbridge and Street for small mills.

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A Well Equipped Mill

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J. R. Eaton & Sons, Limited

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We are in a position to supply
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Fir, Cedar and Spruce

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and the quality of our stock is absolutely dependable.
Send us your enquiries.

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HARDWOOD LOGS:—

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HARDWOOD LUMBER:—

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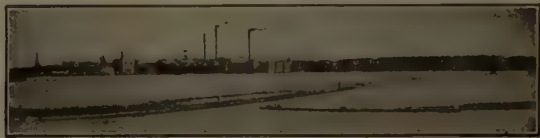
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making prompt shipments.

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STEARNS SELECTED Lumber and Timber

**Hardwood, Hemlock
and White Pine from
the Michigan Forests**

We have a complete assort-
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ready for rush shipments.
Your enquiries will have
our prompt attention.

Stearns Salt & Lumber Co.
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All thicknesses and grades in
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Let us quote on your requirements

HART & McDONAGH
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We offer you the Best Grades of
**WHITE PINE,
SPRUCE, HEMLOCK,
HARDWOODS**

Special for February: 1", 1½" and 2" Soft Elm

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Ready for Immediate Shipment

700,000 ft. $\frac{5}{8}$ Merchantable Spruce.
200,000 ft. 1 in. Mill Cull Spruce.
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100,000 ft. Good Canadian Oak; can saw to order.
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CANADA

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Planing Mill Stock

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Soft, Dry Stock, Finest Grades—
All Thicknesses— $\frac{4}{4}$, $\frac{5}{4}$, $\frac{6}{4}$, $\frac{8}{4}$, $\frac{10}{4}$, $\frac{12}{4}$

Yellow Pine Finish

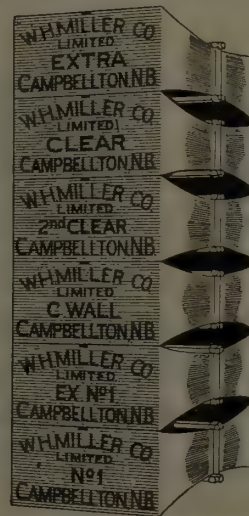
Kiln Dried, Soft, Short Leaf Kind

Stock Widths $\frac{4}{4}$ } by 4", 6", 8", 10", 12"
 $\frac{5}{4}$ }
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Also OAK, ASH, POPLAR, GUM

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We also manufacture
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Shipments by Rail and Water.

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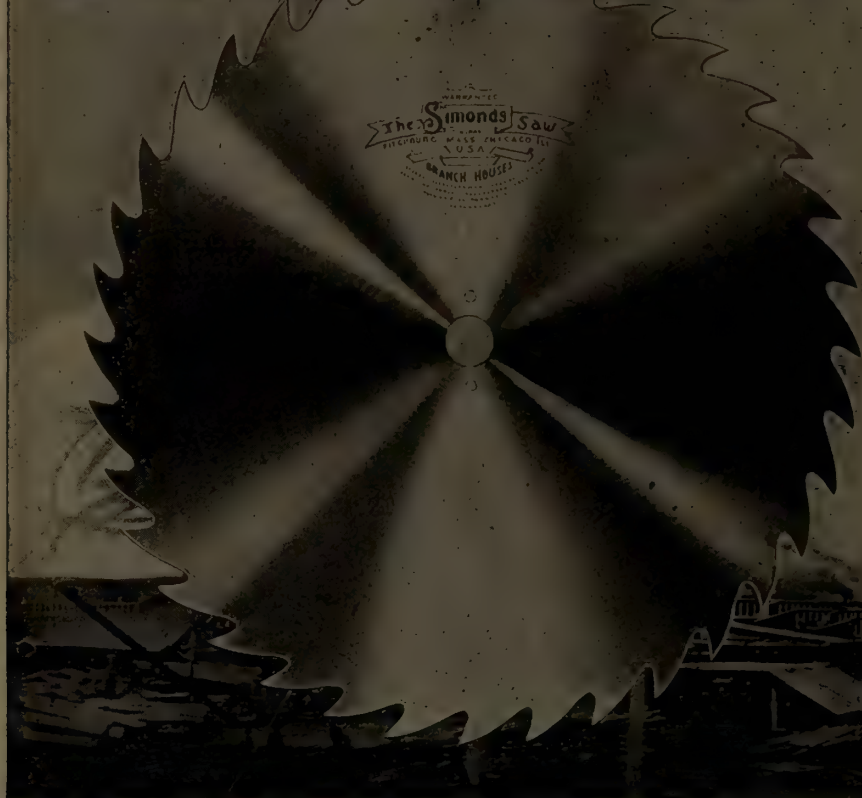
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All Simonds Saws, whether for wood or metal cutting are **DEPENDABLE** and the results obtained are invariably satisfactory.

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**WRITE OR WIRE US AT OUR
EXPENSE—TODAY**

**LONG CLEAR BACON
BARRELED PORK
SAUSAGE
DAVIES PURE LARD
"PEERLESS" SHORTENING
MINCEMEAT, ETC.**

THE WILLIAM DAVIES COMPANY LIMITED

MONTREAL

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Canada Lumberman

and Woodworker

HUGH C. MACLEAN, LIMITED, Publishers

HUGH C. MacLEAN, Winnipeg, President.

THOS. S. YOUNG, Toronto, General Manager.

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Single copies 15 cents.

"The Canada Lumberman and Woodworker" is published in the interest of, and reaches regularly, persons engaged in the lumber, woodworking and allied industries in every part of Canada. It aims at giving full and timely information on all subjects touching these interests, and invites free discussion by its readers.

Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

Authorized by the Postmaster-General for Canada, for transmission as second-class matter.

Entered as second-class matter July 18th, 1914, at the Postoffice at Buffalo, N.Y., under the Act of Congress of March 3, 1879.

Vol. 39

Toronto, February 1, 1919

No. 3

Canada's Opportunity to Extend Her Export Lumber Trade

The full realization of the tremendous possibilities of the export trade in forest products is dawning forcibly upon the mind of the manufacturers and wholesalers of the Dominion. They appreciate the fact that the door of opportunity is open and they intend to gain an entrance by impressing upon the mind of the buyers, brokers and consumers in the Old Land that the Dominion stands in the forefront in regard to supplying their lumber requirements. The producers are aware that quick action is necessary. The decision which was reached recently to send a capable and vigilant representative to the Mother Country to conduct a broad publicity campaign in the interest of native wood commodities, particularly those from Ontario, is one that strongly commends itself and should be productive of fruitful results. The Ontario Government is co-operating with the industry in this important and far-reaching step and will assume all the cost and provide all the facilities at the disposal of the administration with the exception of the salary, which will be borne by the lumbermen.

It is felt that by concerted action and well directed advertising and educational media that the uses of white pine and other woods may be vastly enlarged. It is believed that not only can the export of the standard products, which went forward before the outbreak of the war be greatly increased, but that by enlightenment through the medium of intensive propaganda work, additional thicknesses, sizes and grades may be included in requisitions from abroad.

Other countries are alert and seeking to capture huge portions of the business, and it is pleasing to read that, all things being equal, there is every disposition to favor the products of the Dominion. This attitude on the part of the Mother Land is well known and is forcefully presented in a recent editorial in the "Timber Trades Journal," of London, which advocates the importation of Canadian instead of Russian or Scandinavian woods.

Here is what is said on the subject, and the references will be

read with timely interest and appreciation. It is now up to the Canadian lumbermen to do their part and by united, aggressive action make Canada one of the greatest lumbering exporting countries in the world.

When timber importers and merchants talk about returning to the old ways, they must not overlook facts which will make such a return impossible for several seasons to come. Before the war, our largest source of supply for soft woods was Russia; the three chief ports in Russia were Archangel, Petrograd, and Riga, and during the coming season there is not the faintest chance of any of these places shipping a really appreciable quantity of timber. We shall certainly secure something from Archangel—probably not a quarter of her pre-war export—but as to Riga and Petrograd the prospects are very poor. On the other hand, the United States and Canada have been preparing during the war for a great expansion of their export trade; and for several reasons it is likely that Canada will, during this and the following season, assume a position as regards timber far more important than that she held before the war. Before the General Election the Premier announced his acceptance of the principle of Colonial preference, and, having been returned to power with an overwhelming majority, Mr. Lloyd George will now be in a position to put his ideas into practice. The difference between the import cost of Canadian and Scandinavian wood has never been great, because the woods have had to compete in the same market, and lately Scandinavian wood has risen in price more than Canadian. Were a preference given to imports of wood from our Colonies by means of an import duty on wood from neutral countries, a great impetus would be given to the Canadian industry, which would have lasting effects. In the distant future the vast resources of Russia will ensure that country the position of the chief wood-exporting nation, but this cannot be yet, and timber merchants, dealing with matters of the moment, will do well to turn their attention more to the Canadian products, and to accustom themselves to that market.

Stimulate Home Building By Well Directed Local Advertising

With the opening up of the spring season and the bright prospects for building operations the enterprising retail lumberman will not sit down in his office and expect business to come his way. The fact that he has been established so many years, has a well-equipped stock and delivers commodities promptly is not enough to attract trade. He must not think that because a better and bigger state of affairs is being ushered in that he naturally will get his share of it through force of circumstances or the natural law of average. The dealer who is going to have the largest turnover this year and keep pace with the times in development and results, is he who is planning now for spring structural operations and by a logical publicity campaign sees that the desire to build which many people have in mind, is cultivated and strengthened in every way.

There is no doubt that advertising is a tremendous force, a productive agency and too little attention has been given to it by the retail yardman. This is the reason that the "Canada Lumberman" from time to time has so much to say upon the absorbing topic. It has been pointed out that advertising of the right kind is just as potent to create the desire for a new house, a barn, a granary, a garage, a sleeping porch, a verandah, or other structure, useful or ornamental, as it is to incite the desire to own a new automobile or a new piano. The more publicity of a well directed, thoughtful and helpful character that can be put out by retail lumbermen concerning the home, its comfort, beauty, attractiveness, associations and delights, the larger will be the returns. These are features that cannot be played up too strongly. All that the alert lumber merchant has to do is to pick up some of the well-known weekly publications or write certain lumber associations and he will see that the home is the one big, central theme and around it has been built an appeal and sentiment which would

make any householder think of erecting a new house for himself or kindle the hopes of one, not already mated, to build a nest along the lines and ideas that are portrayed. This kind of advertising may be criticized by certain practical, matter-of-fact lumber retailers, but there can be no doubt that it arrests attention, stirs the imagination and translates thought into action.

The prospective is the most interesting in the affairs of life and imagination plays a conspicuous part along with sentiment and the rearing of ideals. Anything that can be done by the vigilant dealer to stimulate a desire for a home will prove in the end effective and remunerative. It has been asked how much money should the retailer spend for advertising, and while no hard and fast lines can be laid down, as much depends upon his stock, the community in which he resides, the possibilities for expansion, etc., certain facts may prove helpful. It must be remembered, however, that advertising should be continuous and planned with care and discrimination—not undertaken in a haphazard or hit and miss manner. It requires as much supervision and study as buying, selling or general merchandising.

Here is some data that should be of assistance to the members of the retail lumber trade. At a recent meeting of retailers engaged in various lines the subject of what proportion of sales should be spent for advertising was discussed at length, the prevailing opinion centering on 2 per cent. as a proper normal basis, to be increased under special circumstances. One dealer said that his method was to appropriate 3 per cent. of the last preceding year's sales, plus 3 per cent. of the expected increase for the ensuing year. From this it will be seen that in most retail lines 2 per cent. of gross sales is regarded as a conservative basis of advertising expenditure. Probably $2\frac{1}{2}$ per cent. would be nearer the average among live merchants. On the basis of 2 per cent. a lumber retailer whose annual sales amount to \$50,000 would be justified in advertising to the extent of \$1,000 a year, while one whose sales reach \$100,000 could appropriate \$2,000 without exceeding the average limit prevailing in other lines of business. Probably the lumber retailers who spend less than $1\frac{1}{2}$ per cent. for advertising are more numerous than those who exceed that amount.

Read what the "Lumber Co-operator" suggests that every yard man should have inserted in his home newspaper:—

Don't wait to build or repair—If you, like others, have been holding off—waiting for the cost of labor and materials to drop—take our friendly advice and postpone no longer.

We, like you, have been hoping that costs would drop, but the best information we can get points the other way. For instance, labor organizations have gone on record that wages shall not be reduced. In New York the building trades have reached an agreement with the contractors that wages shall be neither increased nor decreased for ONE YEAR. What is done in New York sets the pace for the State.

The Steel Corporation has announced a stabilized price—no reduction this year. Other building supplies follow steel.

The object of this announcement is to place before you what we know about the situation and to point out to you what, in our opinion, will happen, namely—there will be little, if any, change in building costs for at least a year.

If you have building to do or repairs to make nothing will be gained by waiting. Might better go ahead and get it done, have the use of it or save the destruction that lack of repairs entails.

This is a new era with new price levels. The sooner we accustom ourselves to the new conditions the better chance we have to come through.

How Leading Lights in Lumber Arena View Immediate Future

The attention of the lumber industry is now directed to the meeting of new conditions which have been created by the close of the war and gauging the requirements of the year 1919, in both the domestic and foreign arena. In a recent issue the "Canada Lumberman" presented a comprehensive review of conditions as outlined by leading manufacturers in divers parts of the Dominion, who pointed out, in no

uncertain manner, that so far as they could discern, present prices would prevail, if not be advanced; that production from various causes would not be as large as last season, and that, with operating costs at such a high level and an increased demand, owing to an anticipated industrial revival, there was basically every reason for confidence, prosperity and fruitful results.

There is no doubt that the world is calling industry to new endeavor and greater exertion and in this constructive programme, the exponents of the products of the forest will answer the call. The retrospective is always interesting, but the prospective is decidedly more so, particularly at this juncture. It is ever refreshing to learn the views of others. President W. Gerard Power, of the Canadian Lumbermen's Association, in a recent message to the industry, stated that there were many after-war problems to be faced, but there were none greater than many others that had been met and successfully solved by the Canadian lumberman. A period of unprecedented prosperity was opening up, and if the industry in Canada has the courage to go after the export business in a large, broad-minded spirit and on a co-operative basis, the period of transition and readjustment will be splendidly overcome and adequate preparation be made for the enormous trade, which will gravitate to the Dominion from war-torn Europe.

A message of a somewhat similar character and spirit has been sent out to the trade across the line by J. H. Kirby, President of the National Lumber Manufacturers' Association. It is interesting to note that it is redolent of the same high purpose that co-operation will bring prosperity and that the duties and responsibilities of the industry are commensurate to the vast task confronting the people on this side of the Atlantic. Mr. Kirby further says: Profiting by the experiences and sacrifices of a long war, the nations have come to a new understanding of their mutual obligations. As a great industry you will be called upon to share in these responsibilities. Out of the experiences of war you have learned that great things are accomplished today through organization and in your effort to find in the future prosperity for yourself you will know that your prosperity is dependent not upon the ruin of your neighbor but upon your willingness and readiness to share with him the fruits of a greater prosperity that will be for both.

The organized efforts of the lumber industry have been rewarded with uncommon success during the last year. The association of lumbermen represent the best thought and ability and the highest ideals of the industry. You will wisely follow that leadership and accept those high business ideals as your own, and you will contribute more generously and with greater interest and devotion to the activities of your various associations, upon which depend their success.

From far and near have come interviews and opinions of all branches of the trade on present conditions, outlook and prices. One that stands out clearly and forcibly in the atmosphere it breathes, the attitude adopted, the message conveyed and comprehensive summing up, is from W. M. Ritter, of Columbus, Ohio. It is so striking in character and so admirably portrays the present and future that the following excerpt will find a responsive echo in the heart of every progressive and patriotic leader of the industry.

"I believe the future is bright and full of promise and a great opportunity awaits the lumber industry as we enter the new year and the new and definite era of peace; and we should prepare for it with absolute confidence that it is coming. Nothing else will more effectively hasten its advent.

"But do not let us miss some of the lessons that the war has taught us. One of these that stands out in bold relief is that in co-ordination and co-operation lies industry's greatest strength and through this its greatest gains may be achieved. Unrestricted competition and bitter rivalry are destructive, wasteful, unnatural and uneconomic and should be eliminated. Industry owes it to itself to see that such laws are wisely enacted as are necessary not only to make legal but to encourage organizations and combinations, with, however, intelligent governmental supervision and regulation to prevent unfair monopoly. And the combined power of all lumber trade associations should at once be directed to securing the enactment of such laws.

"Again, we have learned from the war the lesson of humanity.

If this war has taught us anything, it is that the time for the pursuit of any kind of business or industry, with purely selfish, sordid motives, has passed. Absolute justice must be done to all parties in industry—the producer, the consumer and labor. Employers must be educated to a higher standard in their business methods, and to a better vision of their duty and responsibility to each other and their employees. Fair conditions and reasonable wages for labor should always be provided. Labor is entitled to receive sufficient compensation to insure a decent living under improved conditions, that will encourage progress and development of ability and efficiency. On the other hand labor must be expected and required to do its duty and deal fairly with the employer; and the principle must always be recognized that the

less efficient should receive less and the more efficient receive more than the average. The aim and desire of both should be mutually of service, upon the principle that the most useful and valuable servant of society, whether individual or industry, is the one able and willing to render the most efficient service. And the same mutuality of service must obtain between the producer and consumer. The rights of both must be preserved on a broad basis of justice and equity.

"Only by application of these principles shall we achieve the best results and establish that assurance of mutual trust, esteem and consideration which will result in the success and permanent prosperity of all."

Some Editorial Short Lengths

It was once said by a noted statesman that the 20th century belonged to Canada, and it looks from present indications as if the year 1919 would stand out as the great export era in the manufacture of wood products. The foreign field never presented as inviting a proposition as it does to-day and by going right after this business the lumbermen of the Dominion are showing a spirit and confidence which refuses to droop or falter just because things may be a little slow at the present time.

It may be asked what the average retail lumberman is doing to create building activity in his own community. Is he calmly waiting for business to come to him or is he getting out and meeting the public and doing all that he can by way of advice, interest and assistance to develop the go-ahead spirit of the centre in which he should be a live factor? The average yardman must remember that it is only by persistently hammering home the theme that now is the time to build and that wood is the best material to use for every purpose where wood is suitable that expansion will result. If the lumber industry is to share in the degree that it should in the era of prosperity that seems to be right at hand, there must be persistent pushing on the part of the retailer by every means in his power to see that no opportunity is neglected and that other industrial and commercial interests do not steal a march on the timber trade.

It is easy to cut prices. Any individual with less than an average amount of mentality can dispose of a product at a sacrifice, but it takes selling ability, courage and confidence to close a transaction in a regular way and get the prevailing figure. The wholesale lumbermen as a unit are not worrying over present quotations, but are fully confident that they will get for their stocks in hand every dollar that the merchandise is worth. The retail dealer should have the same stamina and decision. He has no excuse for cutting prices. If a bill figures \$22 and the customer says, "If you will make it \$20 I will give you the order and will not figure anywhere else," right then is when you need your "nerve" and salesmanship. \$2 sounds small, but it is ten per cent. of the amount of the bill, which is a good profit in itself that he is asking you for.

Are you a member of the lumber organization in your district, county or province? If not there is no time like the present to link up with your fellows in the trade. In most business propositions if the investor gets a little more out of them than he puts in he is thoroughly satisfied. In Association work, however, he gets much more than he gives. Do not hold aloof and selfishly denounce organization for some little shortcomings that it may have, but seek to lend it your support, co-operation and sympathy in order to make it as virile and active as possible. In educational work, in civic life, in public spirited bodies and trade bodies, as well as many other avenues of human endeavor there are too many people standing outside criticizing and knocking instead of getting in and working. It is a comparatively easy thing to tear down, but it is not so simple to construct. Be a builder and not a destroyer, a "boomster" instead of a "blighter." Attend the

first annual meeting of the Ontario Retail Lumber Dealers' Association, which will be held at the King Edward Hotel, Toronto, on Tuesday, February 11th. Come out and rub shoulders with your fellows. It will make you a bigger man in every way, mentally, morally and commercially.

During the first eleven months of 1918 there were 8,922 fires in Ontario, compared with 9,681 during the whole of 1917. The damage done up to December 1, 1918, was \$14,237,813, as against \$10,365,539 the previous year. Insurance covered \$9,129,523 of the loss during 1918. Matches were the largest individual factor in causing fires, being responsible for 82 outbreaks. Fire Marshal Heaton in his report recommends action by the legislature to prevent children and others from using the "strike-anywhere" match.

The public mind is being quickly educated to the point of demanding redress and satisfaction from those who cause fires by carelessness and culpable neglect.

It is understood that the Canadian Trade Commission, of Ottawa, in regard to the purchase of lumber for Great Britain have sent out a letter in which it is stated that the Imperial Government will not make any purchase direct of lumber and timber in Canada. While the exact method of purchasing and the manner in which it will be carried out cannot be definitely stated, the information in the possession of the Canadian Trade Commission is that the Timber Controller in Great Britain, is to ask all timber brokers and importers in the United Kingdom to purchase a definite quantity of Canadian timber which in turn will be distributed by them. By this means brokers and importers in the United Kingdom will be made familiar with and have direct dealings with Canadian producers. The Canadian Trade Commission will furnish lists of Canadian lumbermen desirous of engaging export business and the Canadian Trade Commission is assured that every producer will be afforded an opportunity of competing for the business.

An important deputation representing Northern Ontario interests, waited upon the Federal Government at Ottawa recently, and urged the canalization of the French River between Georgian Bay and Lake Nipissing. The lumbering, mining, pulpwood, paper making and other interests were represented, as well as Boards of Trade and various municipalities. It was pointed out by the principal speakers, one of whom was A. J. Young of North Bay, head of the Young Lumber Company, that the proposed canalization would cost in the neighborhood of \$16,000,000, or annual interest charges of \$720,000 at 4½ per cent. interest. These interest charges would be met by an estimated yearly revenue of \$750,000 from water powers. It was stated that the total cost of this great undertaking would be liquidated in eighteen years by additional customs receipts due to increased traffic and the saving in freight rates along by the shorter route available would in four years meet the cost of construction.

Ontario Lumbermen Going After Export

Enthusiastic Meeting Held and Aggressive Representative Will Be Sent Abroad By Provincial Government to do Educational Work

It is the intention of the lumber manufacturers of Ontario to place the wood products of the Province on the map so far as export trade to Great Britain is concerned. Definite, aggressive steps will be taken by means of an educational campaign to expand the general knowledge regarding Ontario forest products and by this method, it is hoped to secure a larger proportion of the business accruing in Great Britain as a result of the closing of the war.

It is felt that the intrinsic merit, varied uses and superior quality of white pine especially, are not widely enough known in the Old Land and, in order, to afford this particular kind of wood the prominence and prestige which it deserves, a competent and thoroughly trained representative will be sent abroad to conduct effective publicity work. Such a representative will not act as a sales agent, but will conduct a vigorous educational propaganda. It is recognized, to use a colloquial expression, that "Ontario has the goods."

The representative of the Ontario lumbermen will receive the official endorsement and credentials of the Ontario government, who will see that the necessary office facilities are provided. He will enjoy the full prestige of a direct appointee of the Department of Lands, Forests and Mines. Hon. G. Howard Ferguson, provincial minister, is acting in co-operation with the lumber manufacturers and the Ontario government will defray all the expenses in connection with the work and publicity campaign, except that the salary will be paid by the lumbermen.

At a well attended meeting of the lumbermen of Ontario, at which all parts of the province were represented, the important step, already outlined, was taken. The gathering was held at the Queen's Hotel, Toronto, on January 17, and the proposition discussed from every angle. W. E. Bigwood, of Graves, Bigwood & Co., presided, and among those who gave the delegates many pointers on the foreign market and the splendid opportunities which awaited the wood products of the province was Brigadier-General J. B. White, D.S.O., who recently returned from overseas on three months furlough. Brigadier General White, who, for many years, has been woods manager of the Riordon Pulp and Paper Co., had charge of the work of the Canadian Forestry Corps in France during the past two years and possesses a practical, intimate knowledge of the export market.

The Line of Action Pursued

After thorough consideration the following resolution, which fully explains itself, was adopted, being moved by W. J. Bell of the Spanish River Lumber Co., and seconded by Hon. George Gordon, of George Gordon & Co.

WHEREAS the Hon. G. H. Ferguson, Minister of Lands, Forests and Mines, under date of November 12th, 1918, addressed a letter to the Ontario lumbermen regarding the advisability of the Ontario lumbermen sending a representative to Great Britain to represent their interests, but who should be attached to the Ontario Government.

AND WHEREAS the lumbermen assembled to-day have fully discussed the subject, therefore, be it resolved: that it is the sense of the meeting that the Ontario Government send a man to Great Britain who is well trained in the technique of the business to represent the lumber industry of Ontario.

2. That this representative should be nominated by the lumberman.

3. That the duties of this representative shall be in a general way those of a Trade Commissioner, to promote, by suitable publicity, the common knowledge of the intrinsic merits of Ontario timber products, and increase their favor with the consuming public; to develop by all suitable means Ontario's right to share in British trade preference; and in all ways to emphasize the importance to British dealers and consumers of Ontario as a reliable source of timber supply; to enlarge the common knowledge of grades, thicknesses and styles of manufacture of Ontario products that new lines of use may be developed.

4. That this meeting recognizes the value of existing channels of conduct in the export trade, and that it is the idea in this appointment to aid and develop existing channels

and also the extension in all possible ways of the use of Ontario timber products.

5. That this representative be attached to the staff of the Ontario Government in Great Britain and supplied by them with the necessary credentials and office facilities to the end that he may enjoy in full the prestige of the Government in this relationship.

6. That the salary of the representative be met by the Ontario Lumbermen, but all other expenses be defrayed by the Ontario Government.

7. That the details of any arrangement be left to the following committee: J. R. Booth, W. C. Edwards & Co., McLauchlin Bros., Gillies Bros., Pembroke Lumber Co., Geo. Gordon & Co., Spanish River Lumber Co., Graves Bigwood & Co., McFadden & Malloy.

On motion of H. J. Bartlett of the Bartlett Lumber Co., seconded by J. S. Gillies, of Gillies Bros., a committee of Chairman W. E. Bigwood, Gordon C. Edwards, of W. C. Edwards & Co., and Hon. George Gordon, was appointed to name the committee to carry out the details of the arrangement. The firms whose names appear at the end of the resolution, will act with full power in the matter.

After the business proceedings were concluded the lumbermen visited the office of Hon. G. Howard Ferguson, Minister of Lands, Forest and Mines, where they were cordially received. The Minister promised them every support and encouragement, and congratulated them warmly on the progressive move that they had made which, he felt, would prove of great benefit to the province in general and the lumber industry in particular. He promised that the Government would do all in its power to facilitate the work and educational propaganda of the Ontario lumbermen and was pleased that such prompt and unanimous action had been taken in the important matter of developing the foreign timber trade of the province.

Mr. Manbert Named as Representative

In regard to the representative who could in every way qualify for the position, the name of A. C. Manbert, President of the Canadian General Co., Ltd., Toronto, was endorsed. There was complete unanimity regarding the wisdom of the selection. Mr. Manbert, who is widely known to the lumber industry, needs no extended reference in the columns of the "Canada Lumberman." He has had a life-long experience in the merchandizing end of the business and the general technique of the industry. He is a director of the Wholesale Lumber Association, Inc., Toronto; Chairman of the Lumbermen's Section of the Toronto Board of Trade, and a partner in Graves, Bigwood & Co. Previous to coming to Toronto, eleven years ago, Mr. Manbert was one of the leading figures with the firm Graves, Manbert, George & Co., in Buffalo, and on the formation of the Canadian General Lumber Co., Ltd., in Toronto, 1918, he was made President. Not only is he eminently fitted for the important duties from his long association with the merchandizing branch, but in publicity plans he is equally at home. An organizer and staunch advocate of the benefits of association work and the advantages of co-operation he stands in the front rank.

Speaking at the meeting Mr. Bigwood stated that he was, indeed, grateful for the many appreciative references made to his partner, Mr. Manbert, and thanked the proposers kindly for their words of praise of that gentleman. Mr. Bigwood added that he did not know whether Mr. Manbert could be spared from the firm, as there are only three executive heads in the company now to look after the work which had been formerly carried out by five. This, however, was a time when serious consideration should be given to economic problems of the day and some personal sacrifices made. The matter would, be fully and carefully weighed.

The Importance of Ontario Woods

In connection with the white pine industry it may be said that the annual output in Ontario is from 600,000,000 to 700,000,000 feet, b.m. Previous to the war white pine was exported to nearly every country on the globe. It is estimated that there are probably thirty mills in Ontario which are in a position to do an export business.

In the past the British consumer has taken three inch thickness with a comparatively small portion of the thinner lines. It is believed, by the educational work which will be carried on through

well directed mediums in Great Britain, that not only will the standard sizes bought in the past be purchased in large quantities, but that the demand will be increased to take in other thickness, sizes and grades produced by the Ontario mills.

In regard to the marketing of white pine and other wood products abroad, as pointed out in the resolution adopted by the Ontario lumbermen, the value of the prevailing channels is recognized. It is merely the intention of the representative of the lumber interests to aid and develop these existing sources in all ways possible. The appointee of the industry will in no sense act as a selling agent, but will devote his entire time and attention to making known in all available fields the intrinsic merit of Ontario wood products.

The Firms that Were Represented

Among those present at the meeting were: Hon. Geo. Gordon, North Bay, (Geo. Gordon & Co.); W. J. Bell, Sudbury, (Spanish Mills Co.); J. R. Stover, Blind River, (Eddy Bros.); H. H. Bishop, Nesterville, (Bishop Lumber Co.); G. W. Mitchell, N. Tonawanda, N.Y. (Hope Lumber Co.); J. J. McFadden, (Spragge, McFadden & Malloy; Geo. D. Jackson, Bay City, Mich., (Little Current Lumber Co.); Henry J. Bartlett, Orillia, (Skillings, Whitneys & Barnes); E. H. Walker, Midland, (Herman H. Hettler Lumber Co.); B. W. Arnold, Albany, N.Y. (Spanish Mills Co.); F. N. Waldie, Toronto, (Victoria Harbor Lumber Co.); C. N. Carney, Thessalon, (Hope Lumber Co.); M. T. Raymond, Cutler, (Spanish Mills Co.); R. L. Blackburn, Ottawa, (Hawkesbury Lumber Co.); Gordon C. Edwards, Ottawa, (W. C. Edwards & Co.); Walter M. Ross, Ottawa, (J. R. Booth); J. S. Gillies, Braeside, (Gillies Bros.); D. J. McLachlin, Atnprior, (McLachlin Bros.); W. R. Beatty, Pembroke, (Colonial Lumber Co.); E. A. Dunlop, M. L. A.; Pembroke, (Pembroke Lumber Co.);

Brig.-Gen. J. B. White, D. S. O., Montreal, (Riordon Pulp & Paper Co.); Walter C. Laidlaw, Toronto, (R. Laidlaw Lumber Co.); C. W. Wilkinson, Toronto, (Union Lumber Co.); A. C. Manbert, Toronto, (Canadian General Lumber Co.); W. E. Bigwood, Toronto, (Graves, Bigwood & Co.). Among others present, as visitors, were W. Gerard Power of St. Pacome, P.Q., president of the Canadian Lumbermen's Association; Geo. H. Belton, London, (Geo. H. Belton Lumber Co.), and C. H. Belton, Sarnia, (Laidlaw Lumber Co.), and Mr. Bailey, (Alger-Smith Co., Duluth, Wis.

Letters of regret at their inability to be present, but heartily endorsing the project of sending a representative abroad, were read from George B. Nicholson, M.P., of Austin & Nicholson, Chapleau, and H. H. Hettler of Herman H. Hettler Lumber Co., Midland.

Mr. Manbert Accepts the Post

At a meeting of the committee, held in Toronto on January 28, to carry out the details of sending a representative to Great Britain to conduct a propaganda campaign on behalf of the wood products of Ontario, the project was unanimously endorsed. A. C. Manbert, president of the Canadian General Lumber Company, whose name had been suggested at the general gathering on January 17, as the most competent and best qualified man available, was appointed to go overseas at as early a date as possible. It is understood that Mr. Manbert, with the consent of his associates in the Canadian General Lumber Company, Toronto, and Graves Bigwood & Company, Byng Inlet, Ont., will leave about the middle of February for the Old Country. The announcement that Mr. Manbert will take up the duties of the responsible position is one that will be received with much satisfaction on the part of the Ontario lumberman.

Railways Again Bring Up Stop-Off Service

They Would Double the Present Tariff and Impose Other Exactions—Lumber Manufacturers Are Opposed to Proposed Changes

It appears that the railways are entering upon a very aggressive campaign at the present time and that each week sees some new demand made upon shippers. It will be remembered that last spring something was heard of the proposal to increase the stop-off charge so far as dressing lumber in transit is concerned, from 1c. to 2c. per hundred lbs. and to raise the minimum charge per car from \$5 to \$8. The lumber companies put up vigorous opposition at the time, pointing out the injustice of the proposition and showing conclusively how it would effect certain mills adversely. The matter was then dropped and it was not supposed that the question would come up again, but with the ushering in of the new year, the proposition once more presents itself. This has caused S. B. Brown, assistant manager of the Canadian Manufacturers Association, Toronto, to send out notice to various lumber manufacturers in which it is asked that they voice their objections to the regulations in such a form that the transportation department may readily determine exactly what effect the exactions would have on the movement of traffic and to furnish details of any extra charges or costs which would result from the adoption of the new order of things.

A meeting of the lumbermen will be held this week and steps taken to lay before the Dominion Railway Board the objections to the proposed regulations going into effect. The arguments being set forth by the wood product manufacturers are that the recent freight increases have been sufficiently heavy without this additional tax being brought to bear. It is also stated that the service furnished by the railways has not been up to the mark. The new charges it is contended would bear heavily upon the small wholesaler and sawmiller, who have not a planing mill service at their disposal and the trade would in many other respects be hampered by irksome and non-essential rules and handicapped so far as the distribution of the products of many mills is concerned.

A Resume of the Restrictions.

The notice sent to the lumbermen, under date of January 22, by the Transportation Department of the C. M. A. reads in part as follows:

You will remember some time ago the carriers proposed to make certain changes in their regulations regarding the stopping off of lumber for dressing, kiln drying, resawing or sawing, and after several meetings with the carriers the matter was apparently dropped.

The Grand Trunk Railway have again sent another draft of proposed regulations which they desire to put in effect. We are advised that the other Canadian lines, Fort William, Port

Arthur, Westfort, Armstrong, and east, namely the C. P. R., Canadian National Railways, T. H. & B., Michigan Central and the various other lines, intend to adopt the same regulations.

The chief changes appear to be as follows:

1. An increase in the stop-off charge from the present 1c. to 2c. per 100 pounds, and in the minimum charge per car from the present \$5 to \$8.
2. Inclusion of a list of what will be considered by the railways as hardwood and softwood.
3. Inclusion of note that the arrangements will apply only on lumber and not on other commodities shown in the lumber tariffs.
4. Rearrangement of regulations under heading of "Dressing, Kiln-drying, Resawing or Sorting" as shown in Regulation "B."
5. Bill of lading requirements making it necessary to show number of feet and kind of lumber, that is, spruce, maple or birch, etc.

In addition to the above, whilst the charge for haul out of direct line remains at 1c. per ton per mile, minimum 20 miles, the clause requiring that the short line mileage must govern competitive traffic has been eliminated. Regulation "H" should also receive careful consideration.

The Railway Regulations Outlined.

The draft of the proposed regulations as sent by the railway is:

A. To be entitled to this arrangement, original shipping order, bill of lading and way-bill must clearly show the following information:

Measurement in feet.

Kind of lumber, i.e., whether spruce, maple, birch, etc.

Purpose of stop-over, i.e., whether for dressing, re-sawing, kiln-drying, must also show consignee and final destination.

If change in destination is required, request must be made by shippers prior to arrival of car at stop-over point.

B. Waybilling to stop-over points.

Agents will in all cases waybill inbound cars to stop-over point at carload rate, actual weight, subject to tariff minimum weight.

Waybilling from stop-off point.

Lumber must in all cases be re-shipped from stop-off point by same party to whom the material was originally consigned, and to

the same consignee and destination shown in original shipping order and bill of lading.

Dressing Kiln-drying, Re-sawing or Sorting. On re-shipment the car will be billed at balance of rate, actual weight, after deducting percentages authorized in paragraph G, subject to tariff min. weight, and surplus weight over and above percentages shown must be charged at local carload rate, applicable stop-off point to final destination, such surplus weight may be used in making up the C. L. minimum weight.

Where surplus weight is added at stop-off point, shippers have the privilege in lieu of payment of local carload rate from stop-off point on excess quantity, of surrendering for cancellation an additional expense bill from same point of origin and for same destination. Such additional expense bill must be cancelled in its entirety.

Transit privilege will not be applied on expense bills covering lumber originally consigned to stop-off point for local consumption, such shipments must be charged as provided in item "B."

C. If stop-off point is not on the direct run, a charge of one (1) cent per ton per mile (minimum 20 miles) for haul out of the direct run, will be made in addition to stop-off charge.

D. Stop-off charge and charge for haul out of direct run, if any, will be based on inbound weight to stop-off point. Where additional expense bill is surrendered, as provided for in item "B" stop-off charge will be assessed on weight of inbound tonnage cancelled.

E. Original receipted expense bill, covering inbound shipments, must be surrendered for cancellation at time of reshipment, and outbound billing must show reference to inbound waybill.

F. If cars are required to be switched to the tracks of a connecting railway at stop-off point, switching charges both inbound and outbound of such connecting lines, will be in addition to through rates.

G. Where dressing, re-sawing or kiln-drying in transit is performed the outbound weight upon which transit privilege is granted must not exceed the following percentages of the weight shipped to stop-off point:

85 per cent. when re-sawn and dressed.

90 per cent. when dressed only.

85 per cent. when kiln-dried.

95 per cent. when re-sawn in the rough.

No deduction when sorting only is performed.

H. When lumber is shipped to stop-off point for sorting, etc., and is reconsigned to another delivery in the same terminal, the published local switching charges will govern from such dressing mill or sorting yard to final delivery.

63. Lumber, C. L., for dressing, kiln-drying, re-sawing or sorting and reshipment.

Shipments of rough lumber, carloads, originating in Canada at Westford, Armstrong, Ont., and east thereof, for dressing, kiln-drying, re-sawing, or sorting and re-shipment (for time limit see Note) may be given the benefit of through rate, original shipping point to final destination, in effect at the time of shipment from point of origin, plus stop-off charges of 2 cents per 100 lbs., minimum \$8 per car ((subject to item C) under the following conditions:

Time allowed
after arrival
stop-off point.

Only one stop-off will be allowed.

When reshipped to points in Canada for Domestic consumption: 30 days

When reshipped to points in United States for Domestic consumption:

When dressed, resawn or kiln-dried: 30 days

When sorted: 6 months

When reshipped for export: 6 months

Dressing—(See Notes)—

This privilege will apply only to rough lumber that is to be surface planed or tongued and grooved, and will not apply to lumber that is worked into shape, which comes under the heading of "Joiner's Work" in the Canadian Freight Classification.

Re-sawing—(See Notes)—

This privilege will apply only to lumber re-sawn the full length of the board.

No Substitution Will Be Allowed.

Note 1.—The stop-off privilege will apply only to straight car loads of hardwood, or straight car loads of soft wood, not on mixed cars of hardwood and soft wood, i.e., soft wood lumber must not be substituted for hardwood or vice versa, nor can one kind of soft wood be substituted for another, or one kind of hardwood for another; for example: pine substituted for spruce; oak for maple; pine for oak or maple, etc. Neither is it permissible to substitute United States lumber for Canadian lumber.

To prevent substitution, and for the information of agents, a list of softwood and hardwood lumber is given below:

Hardwood—Ash, basswood, beech, birch, butternut, chestnut, elm, hickory, maple, poplar, oak, whitewood.

Softwood—Balsam, cedar, fir, hemlock, pine, spruce tamarac.

Note 2.—This privilege will apply only to lumber and not to other commodities shown in the lumber tariff.

Note 3. Where there is any substitution of lumber, current tariff rate will apply from stop-off point.

Note 4.—On shipments destined to points on connecting lines, the connecting lines are to be allowed in re-billing their proportion of the through rate from original point of shipment to final destination based on the outbound weight from re-shipping point. If the balance of the rate from stop-off point is not sufficient to meet connecting lines' revenue, the difference required is to be waybilled as a foreign prepay and agents will make application to freight claims auditor for clearance of the amount so billed.

Note 5.—On shipments of lumber originating at stations on one line and stopped in transit at stations on another line, the following rule will govern the adjustment of charges. In re-billing from stop-off point the weight on which the transit privilege is granted will be charged the through rate point of origin to final destination in effect at the time shipment was forwarded from the point of origin; such charges will be divided on established percentages point of origin to final destination. The difference between the weight at original point of shipment and the weight on which transit privilege is granted from stop-off point will be charged at the joint rate in effect point of origin to stop-off point; such charges to be divided on established percentages point of origin to stop-off point.

Newsy Briefs from the Busy East

Properties of the Swedish Canadian Lumber Company in Richibucto, N.B., were sold by auction in the court house, recently. It was one of the biggest sales of lumber properties by auction ever held in that country, and many leading lumbermen were in attendance. H. A. Powell, K.C., of St. John, was there in the interests of the creditors, and to act in an advisory capacity. The properties were bid in as follows: Lots 1724 and 1725 at Bartibogge, 5 square miles, by W. D. Gunter of Fredericton, for \$1,250. Lot 2360 to lot 2366, nineteen and one-half square miles at Blackville, by Archie Alcorn of Blackville for 2,150. The balance of the Swedish Canadian Lumber Company property, consisting of a mill at Rexton, a mill at Richibucto and all other properties such as lands in Kent County, a number of farms in the county of Kent, and all the wharves and scows, etc., were bid in by W. D. Gunter for \$6,700.

Information received at the department of lands and mines in Fredericton indicate that the cut of lumber on crown lands in New Brunswick this winter will equal that of last year. This is contrary to the expectation at the first of the winter season, when influenza made such inroads in the crews in the woods. The labor situation has also remedied itself, due to the ending of the war and the subsequent discharge of soldiers. Hon. E. A. Smith, Minister of Lands and Mines, is pleased with the prospects of the cut, which is expected to approach the average.

A heavy movement of manufactured lumber out of New Brunswick will take place in the spring. It is expected that a portion of the order of the British Government will be filed in this province. There will also be a heavy shipment to the States and overseas.

Senator N. M. Jones, general manager of the Nashwaak Pulp & Paper Mills at Union Point, St. John, speaking to a representative of the "Canada Lumberman," said that the proposal to remove the mill from St. John to Marysville is a business deal and has been under consideration for nearly three years. The timbers for the erection of a dam, he said, had been gathered some time ago and taken to Marysville. Regarding the output of the new mill the Senator said that eighty tons of finished product would be turned out daily, compared with fifty from the mill in St. John. The new mill will employ from 200 to 250 men. New machinery will be installed, as much of the equipment of the old mill at Union Point is antiquated. Already about 10,000,000 feet of pulp wood is lying at the mouth of the Nashwaak or in about the streams and along with this winter's cut will ensure raw material for two years.

Piano manufacturers in the Maritime Provinces have been having difficulty securing sounding boards for their instruments owing to the great demand for clear spruce, which was made by the government for the construction of airplanes. Sounding boards and airplane beams call for the same quality of stock and now that the great demand for the later will be lessened owing to the cessation of hostilities, the piano men will be able to secure the desired wood.

Newcastle, N.B., is beginning to be recognized as one of the large lumber manufacturing centres. A large mill is being built there by James Robinson of Millerton. The new structure is over 200 feet long and 65 feet wide and is to be equipped with machinery of the most modern type. The mill will have a capacity of 60,000 feet a day and will give employment to a large number of men.

How Capt. Robt. Dollar Went "Over the Top"

From Chore Boy in an Ottawa District Logging Camp He Has Become One of the Greatest Figures in Lumbering Industry—What He Faced and Learned

The early days of logging and lumbering in the Muskoka and Georgian Bay districts are vividly recalled by two recent incidents and the reminiscences related will be perused with more than passing interest.

One of these incidents is the receipt of a letter from J. S. Thompson of the Badger Box and Lumber Co., Grand Rapids, Wis., a pioneer lumberjack, by Monteith Brothers of Rosseau, Ont. The other is the graphic and racy sketch of the picturesque career of Captain Robert Dollar, one of the foremost figures in timber operations on the American continent, from the pen of B. C. Forbes in the "American Magazine".

In a communication to the "Canada Lumberman," Monteith Brothers, who are widely known lumber dealers and manufacturers, state that, during the past summer one of the guests at the Monteith House, in the course of a casual conversation, mentioned the name of a relative, who came from the vicinity of Barrie, Ont., and knew the Monteith family in the old days. Monteith Bros. immediately wrote to this gentleman, J. S. Thompson, of Grand Rapids, Wis. His highly interesting reply follows and fully explains itself:

December 31st, 1918.

"Your communication is almost like a letter from home. Years ago, so many that the writer, who still believes himself a young man, hates to think of them having gone into the discard, chased around Muskoka and the Georgian Bay in various pursuits in connection with lumbering. I recall when Gravenhurst was the end of the line and Bracebridge, Huntsville, Rosseau were only accessible by boat or on foot. Waubaushene, Penetang, and Midland, Muskosh and Victoria Harbor all cut up millions of feet of the kind of white pine that now one only reads about. Byng Inlet, Parry Sound and the French River also did their share of it; then we moved West and Spanish River, Cooks Mills, and various other Georgian Bay points kept up the slaughter. I wonder how much there is left:

"I swamped and run the caboose for "Bob" Dollar near Baysville. By the way, the current issue of the "American Magazine" has a write-up of Dollar, that is worth anyone's while to read, who knew of his Bracebridge and Muskoka days; and the kind of a genuine decent Scotchman he was. He has become a very big man in this country. I do not believe any of his old friends will begrudge him his success; I knew his whole family of brothers, John, Bill and Joe, also the whole cab-oodle of his foremen, Archy Graham, Jack Brennan, Sandy Cameron, and dozens of others of them.

"I knew H. H. Cook when he was cock-of-the-walk at Midland, and for whom Dollar was boss of timber operations. I knew Cook Brothers and was with them when they drove the first pile for their mill at Serpent River, now I believe called Sprague. Orillia, Barrie, Collingwood and Owen Sound were familiar playgrounds when work got too much on one's nerves and recreation was needed; Lindsay and Peterborough also got their share of attention, but my really and truly hang-out was Midland.

"Thirty years ago, or perhaps thirty-five, the people in that burg or within 100 miles of it, who did not know "Jack" Thompson, had failed to get an education along his lines of least resistance; possibly to their advantage, but be that as it may, he survived, and for a long, long time has never had the pleasure of meeting or hearing from any of the old gang, who used to make things hum. Now he is paying up for past rolling stone proclivities by being happy and contented, the dad of a dandy son, who has just been mustered out with a Commission after three years' service in the American Army; a daughter with two of the finest kids a grand-dad ever fussed over, and a business, that while not the biggest on earth, is yet fairly representative in its class and which, so far, under his management, has succeeded in keeping the wolf from the door, and is gathering some of the moss that did not get a chance to stick, when the 24th of May was the Fourth of July and "God Save the Queen" his National Anthem. Of course, I know this screed has not interested you, but for all that it has served its purpose. It has given me a chance to look back and recall old times and old acquaintances and I believe it is true that later associations never quite replace the memory of those which have gone before."

The Career of a Wonderful Scotchman

And here follows the story of the trials and triumphs of Captain Robert Dollar as narrated by B. C. Forbes, who presents in detail the

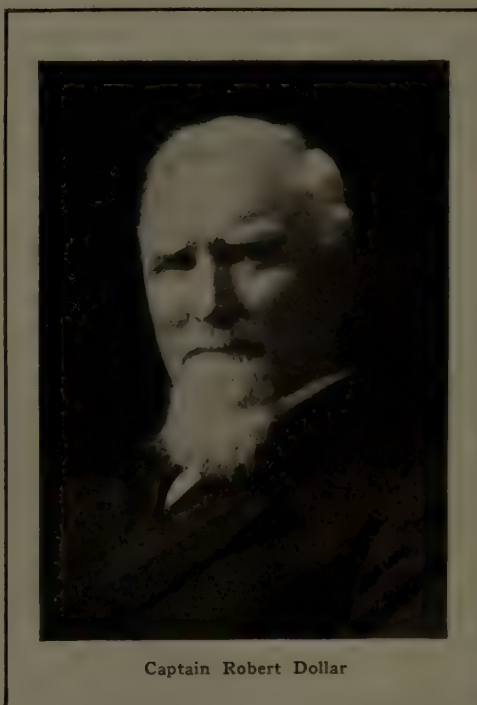
sterling qualities, indomitable will, sound common sense, indefatigable energy and remarkable vision of the distinguished lumberman, who is not only well and worthily known in Canada, but all over the civilized world:

"Success is largely a matter of foresight."

"But how can foresight be cultivated?"

"Think for yourself, think hard and think ahead. Then prepare for your next move. The man or nation that is fully prepared has the advantage. Germany's wonderful initial successes were due wholly to her foresight and her preparations for war.

"Clear vision comes from clear thinking, and clear thinking can come only from accurate knowledge. To gain accurate knowledge don't go by hearsay. Before you make any vital decision investigate all the facts and circumstances for yourself. Go to the spot, no matter where it is, and see things with your own eyes. Gather all



Captain Robert Dollar

the data you can at first hand. Of course, listen to what others tell you and examine whatever statements they submit. But do your own thinking, based on your own knowledge of the facts, and make your own decisions. Shape your own course. You can arrive at a better judgment than anyone else could make for you, since you are the one mainly concerned and you are likely to give it more painstaking thought than anyone else.

"In time, by zealous application, foresight becomes sort of intuitive. You feel whether your judgment is likely to turn out right or wrong. For example, I had a 'hunch' that an upheaval was coming in 1907, and we put our business in order in all parts of the world to meet it. When the terrible panic of that year broke it found us prepared, solid, and we weathered the storm successfully."

Our speaker is Robert Dollar, the foremost business man on the Pacific, creator and owner of the famous Dollar Steamship Lines, a penniless lumberjack who became a "lumber king"; the man who has done more than any other human being to promote friendship and commerce between the yellow races and the United States, and whose reputation for integrity and ability is such that he was recently commissioned by the United States Government to arrange a thirty-million-dollar shipbuilding contract with the Chinese Government, and was made the depository for receiving these millions without even being asked by either nation to put up a bond!

How came Robert Dollar to attain such conspicuous success in business and such a superlative reputation for ability and integrity?

He says others can do more than he has ever achieved because the opportunities at this time are greater, the facilities are better, and the difficulties are less.

"Tell me how you did it!" I exhorted.

"You are very familiar with my whole career," he countered.

"I'm not so fond of talking as I am of acting. You know how I went about it—and surely no boy ever had a poorer start or less encouraging experience as a youth than I had."

"Will you tell me," I asked, "how you are exercising foresight now?"

"Well," he replied, "every long-headed business man is not only doing everything he can to help in winning the war, but he is figuring upon after-the-war conditions and opportunities. Great Britain has no fewer than thirty-seven organizations getting ready to cope with after-the-war problems of every conceivable kind. Every nation in Europe is getting ready. We are the only nation that is lagging. We are doing practically nothing yet."

"Our own company, for one thing, is spending several hundreds of thousands of dollars in building new docks and other shipping facilities at one port alone in the Orient. We are also making extensive preparations at other Far Eastern points. Some of these facilities may not be actually needed for years, and they strike certain people as foolish, as a waste of money. True, the half-mile of docks we are constructing at one place may seem unnecessary at this stage of world development; but we are laying broad foundations for the future. We know they will be needed; as a national asset, we know they will become immensely valuable, for a correct reading of the history of the human race enables us to see what is coming. Always the nation that has the greatest fleet of ships has commanded first place in the world. And always the centre of commerce moves westward. It is destined next to pass to the Pacific. America will have the greatest number of merchant ships ever possessed by any nation. Trade must be found for them. The greatest field in the whole world for commercial development in China, with its population equaling one-third of the world's total inhabitants. The nations on the Pacific, notably America, China and Japan, are to become leading nations hereafter. That is why our company is laying plans for expansion at both sides of the Pacific."

The Foresight of the British

"Years ago the American Government possessed a large concession site in Shanghai; but it did not have enough far-seeing business gumption to hold on to it, and two years ago had to pay three hundred thousand dollars for what they formerly had for nothing. The British looked ahead, and retained a beautiful site of fifty acres for their consulate right in the heart of this growing commercial city. This is an illustration of foresight."

"The young man in any walk of life shouldn't find it hard to cultivate the forward-looking habit. I don't see how he can avoid developing it if he enjoys his work and concentrates his mind on it."

"Hindsight, properly utilized, promotes foresight; that is, a careful study of past causes and effects is likely to throw at least some light on future possibilities and probabilities. But before deciding on action, fortify and enlighten yourself with all procurable facts, and post yourself on probabilities, trends, undercurrents, et cetera. Be sure your facts are facts. Having got them straight—and all you can get of them—and having surveyed the whole outlook as discerningly as you can, then decide and act."

"And when you act, act wholeheartedly. Don't be timid. Don't tread gingerly. Have confidence; have self-reliance; have courage; have nerve; have faith. Don't let obstacles or hardships worry you—a goodly share of difficulties and hardships have the same effect upon the right kind of young man as blows have upon a piece of steel that is being tempered. Setbacks train you to fight better. The 'Black Friday' panic of 1873 bankrupted me just after I had made my first start in business, when twenty-eight, and I will recall an older man then saying to me, by way of consolation, 'Happy and lucky is the man who fails when he is young.' I can better appreciate the wisdom of his words to-day than I did then. Age and experience, you know, teach one many homely lessons."

Born in Scotland in 1844, Dollar was reared in a humble abode above the office of a lumber yard where his father worked; but his mother's death set his father to drinking; unemployment followed; Robert was taken from school at twelve and put to work in a machine shop at sixty cents a week, and emigration to Quebec was decided upon when the lad was fourteen. After filling various rough jobs, the young, hard-up immigrant was engaged as "chore boy" for a lumber camp in uncivilized territory a hundred or more miles above Ottawa. His chief duties were assisting the cook, and when the food was not up to the mark—which was often!—the uncouth lumberjacks not infrequently revenged themselves upon the helpless cook boy. He was made cook two years later.

How He Started His Education

The semi-savage life of the lumber camp had almost completely rubbed off the superficial schooling he had received in Scotland; but the conviction overtook him, when he was nineteen, that if he was to make headway in the world he must start educating himself. One day after finishing his work he was practicing how to write and figure on a piece of birch bark—the only writing "paper" he could obtain—

when in popped the manager and the treasurer of the company. "What are you up to? Is that all you've got to do?" they asked as he tried to conceal his writing materials. On inspecting the cook-house and finding everything shipshape, they questioned him less gruffly, and then left. His industry was rewarded by promotion the following year to the position of clerk to the foreman, although the clerking had all to be done nightly after a full day's lumbering.

This life, which he continued for years, latterly as a foreman, taught him resourcefulness, self-reliance, doggedness, frugality. As foreman of a large camp he had to set broken legs, pull teeth, stitch and dress bad cuts, prescribe for the sick and cure "night blind," a malady which struck victims stone-blind nightly from sunset to sunrise, and which was caused by a constant, unvaried diet, month after month, of salt pork, flour and peas—nothing else. (The favorite cure was to eat a piece of cheese or drink milk for five or six days, when such medicines could, by hook or crook, be procured.) He had to know how to keep under control a gang of none-too-gentle huskies; how to build new waterways and make untried rivers navigable for logs—he was the first to bring logs over the Chaudiere Falls and past the city of Ottawa; how to sleep when necessary on frozen ground without freezing to death; how, in short, to live a Robinson Crusoe life in wild, inhospitable, remote regions.

When He Operated in North Ontario

All this time he read and studied, taking with him each year a library of standard works. Also, he saved almost every penny he earned, and was owner, jointly with his brother, of an unmortgaged farm before his wages had risen above twenty-six dollars a month.

This stern training fitted him to seize opportunity. Opportunity came to him—or, rather, he went after it—in the form of new territory which the Canadian Government opened north of Toronto. He had capital enough to form a partnership to purchase timber on virgin farms. They cut thousands of logs, borrowed money to carry them until the following summer in the hope of securing big prices, branched out bravely, had rapidly growing visions of clearing up a modest fortune, when—crash! Jay Gould and other gladiatorial speculators were caught in the notorious gambling frenzy which exploded when gold fell with a sensational bang on "Black Friday," as it ever after was called. Financial wreckage strewn the United States and Canada. Robert Dollar lost his all, and found debts of twenty-five hundred dollars hanging round his neck.

While struggling as a wage-earner to repay his creditors, a struggle which took three years, he married, "And from this time," he says, "my success in life began, as I was fortunate in getting a good helpmate who counseled me, spurred me, tended me, and aided me." Before long he had started eight camps in the Muskoka district. But this did not satisfy his ambition or his pioneering instincts. He invaded an island in the Georgian Bay, near Parry Sound, where giant logs were obtainable. This camp was accessible only in the summer months, as the whole zone was frozen over all through a long winter. The camp ran short of fodder, and Captain Dollar personally undertook to convey supplies over sixty miles of treacherous ice.

"We started off over the ice," he says, "with four teams of horses and four loads of feed. We soon came upon wide cracks which we had to bridge over with planks which we had taken the precaution to carry with us. Before night a terrific snowstorm and hurricane came without handclap of warning. It was so violent that one team was swept off its feet. We formed a hollow square with the loads, and men and horses huddled together in the center. But nobody believed we could survive the night in this exposed place. My chart showed we were far out of sight of land, but indicated a small island or rock about a mile directly to windward, and, armed with an ax, I started to find it, in the hope that we could obtain some degree of shelter."

Clothes Frozen as Stiff as Iron.

"Before I had gone a quarter of a mile I was driven back by the wind. But I couldn't find the teams in the blinding storm. As it was impossible to stand still, I lay down and yelled with all my might on the chance that the men might hear me. I began to choke. Rising, I was driven along at the mercy of the wind—which had shifted, thus mystifying me. One moment I would be spinning and falling over slippery ice, the next I would be floundering in water. The bones of my hand were broken by the ax handle; my clothes began to freeze as stiff as iron; I fell repeatedly, and knew my strength was giving out. One particularly vicious gust knocked me over, and my head hit the ice so hard that I was stunned."

"Snow driven against my face revived me. But I felt I was doomed and that I might as well curl up and die. Soon, however, I felt a little rested, and I determined to try once more. Raising myself on my elbow, I saw with astonishment and delight land not fifty feet from me. It was barren, inhospitable and uninhabited, but it seemed Paradise to me. I survived the night, which was away below zero—and so had the men, by using a load of hay to keep a fire going."

"But all our provisions were lost, except bran mash without salt."

The men refused to proceed farther; but somehow I managed to persuade them to persevere—they knew they could not find their way back without me. After other adventures we at last found the camp. By this time the ice showed signs of breaking up, so I ordered the men to return at once with the teams before it should be too late. They point-blank refused to go without an Indian guide. I was ill and sore all over, scarce able to move a muscle. But to avert disaster, I consented to have them get me out of bed and into a sled. On the return journey nothing more serious happened than the horses falling through the ice into the water several times. Of course it took me several months to get over the effects of my experiences."

Fortune could not long refuse to smile on a man with such grit, with such qualities of leadership, with such heroic determination, with such enterprise. His business grew, he looked further afield. Why not export lumber to Britain? To send consignments all the way from Western Canada across the ocean was a task then beset with difficulties. But he would blaze the trail.

Bought Timber Lands at \$1.25 Per Acre.

So rapidly did his operations extend that he foresaw he must move to a center where there could be harvested a wealth of giant trees suitable for export trade. After journeying to various districts and examining prospects with his own eyes, he bought large tracts of Government lands in Michigan at \$1.25 an acre, and was soon despatching a lumber-laden ship every month to England as well as supplying American with millions of feet of lumber a year, which was manufactured at the new mills at Dollarville, Michigan.

At forty, the immigrant who at eighteen could neither write nor figure with facility, had become a lumber king! But he sat on no gilded throne of ease. From his unbroken diary, which he has kept for fifty years, we learn that in one year, 1887, he travelled 31,141 miles—29,100 by water, 1,050 by rail and 991 by horses, or more than enough to circle the earth. In addition, he covered hundreds of miles on foot, often through forests—lumber men have told me that Captain Dollar, even at seventy, could walk most lumberjacks off their feet.

"I began to survey the world's potentialities," said Captain Dollar, speaking of this stage of his career, "and, looking to the future, I analyzed that the vastest undeveloped market for lumber was the Orient, particularly China. Before making a final decision I went twice to China and looked over the whole ground.

"How could this trade best be handled?" I next asked myself. I was inland. Moreover, Michigan's supplies of big lumber were nearing exhaustion. Clearly, San Francisco was the natural, the ideal location; besides, California had rich supplies of redwood. So I moved there in the late eighties. We found by and by that it was easier to get lumber, and to get customers, than it was to get vessels.

The Famous Dollar Line of Steamships.

"I investigated. I discovered that ships were making abnormal profits at the high freight rates charged. There was obviously only one thing to do—acquire ships. My first ship paid for itself within the first year. We did not merely carry over to China and Japan our own cargoes of lumber, but industriously sought return freight, going after it wherever it was to be found, and making three-legged voyages, if necessary, to insure full ships homeward.

"The creation of commerce between The States and the Far East then became one of my major aims. I visited China eighteen times and made it my business to form as many friendly connections as possible between the two nations. We found both the Chinese and the Japanese most dependable people to do business with—in fact, we have never been swindled out of a single cent in all our dealings with these peoples, a thing I wish I could say about our own and other white nationalities. Of course the most exacting care had to be taken on our part to live up to the very letter—to every dot of an 'i' and stroke of a 't'—of all our agreements."

A Pacific lumber man once told me, in this connection, that oftener than once Captain Dollar has gone aboard one of his ships loading lumber for the Orient and, on finding that the lumber did not exactly tally with the order, has ordered every stick of it unloaded. To protests that the lumber was distinctly better than contracted for, he would reply: "When the Chinaman orders a certain thing, he expects to get that identical thing, and nothing else. He is entitled to get what he wants. Give it to him—and never depart from this rule."

"Do no business on Sunday, or in the evening at home. It was decreed in the Book of Wisdom, 'Six days shalt thou labor and do all thy work.' Man is not meant, he is not constituted, to work seven days a week. Work up to the limit for six days, but not a stroke on the seventh. It won't go. It doesn't pay. Relax completely every Sunday. Then you can and will tackle your job on Monday morning full of new vim. You will feel eager and fit. By the way, I always read a passage from the Bible every morning and, among other things, attribute much of my success to the teaching derived from this reading.

"Let no young man seek a soft snap. Glass cases develop frail

plants. Avoid the easy, lazy job. Shun the position that calls for little or no exertion, that does not keep you constantly on tiptoe in an effort to fill it well—better, in fact, than it was filled before. Don't run away from difficulties, from hard work, from hard knocks, if need be. Hammering hardens and strengthens a young man. It tests his mettle. It develops him. It teaches him self-reliance, self-confidence, grit. It drums out cowardice or timidity, and makes him unafraid to stand up and fight until he learns how to win out.

"By 'real job' I don't mean a big, responsible position. It was a real 'job' felling trees and floating logs down difficult rivers and

"Avoid the easy, lazy job. Shun the position that calls for little or no exertion, that does not put your powers to the test, that does not keep you constantly on tiptoe in an effort to fit it well—better, in fact, than it was ever filled before. Don't run away from difficulties, from hard work, from hard knocks, if need be. Hammering hardens and strengthens a young man. It tests his mettle. It develops him. It teaches him self-reliance, self-confidence, grit. It drums out cowardice or timidity, and makes him unafraid to stand up and fight until he learns how to win out."—Captain Robert Dollar.

over rapids—I more than once almost lost my life and once had three of my men drown right in front of my eyes. The truth is that most jobs can be made 'real jobs' if they are filled by a real fellow, who wants to put all he can into it, not merely to get all he can out of it.

"The growth in this country's business has been so much greater than the growth in population that there are, relatively, a greater number of big jobs to fill than there used to be. To-day the only way to get men is to make them."

Pembroke's Lumberman Mayor Gets Second Term



W. R. Beatty, Pembroke, Ont.,
Re-elected Mayor for 1919

W. R. Beatty, secretary-treasurer of the Colonial Lumber Company, Ltd., Pembroke, Ont., was re-elected mayor of that progressive town for another term, at the recent nominations. This makes the second year that Mayor Beatty has been appointed to the highest position in the gift of the ratepayers and each time so implicit was the confidence in him that he was chosen by acclamation. He entered the town council in 1914 and in 1917 was elected reeve. He has always possessed public spirit and believes in devoting a share of his time and talent to the interest and welfare of the community. His Worship has been for three or four years one of the governors of the Cottage Hospital Board, served on different committees and taken a deep concern in local patriotic fund work

and in Board of Trade affairs. Mayor Beatty is a native son of Pembroke, where he was born in 1882. He left school in 1900 and started out by obtaining a position as junior clerk in the office of A. & P. White, lumber manufacturers. Five years later this concern sold out to a syndicate and formed the Colonial Lumber Company, Ltd. Mr. Beatty has been engaged with this organization ever since its inception, first holding a clerical position and in 1910 being appointed secretary-treasurer of the company. He is also a director of the Petawawa Lumber Company, Ltd., and of the Canada Lumber Company, Ltd., of Toronto and Weston, and managing director of the Pembroke Transportation Co., Ltd.

Captain Edward Oric Perley died in Fredericton a few days ago. He was formerly in command of tugboats employed by Glaziers and the St. John Log Driving Company. He was sixty-three years of age.

A report from Augusta, Me., says that there will probably be no logs of the Kennebec drive manufactured below Augusta during the coming season, for the first time in the history of the lumber business on the lower Kennebec.

They Handle Wood Products and Make Laws

The Men Who Are Rendering Public Service in the Upper Chamber—An Outline of Their Activities in Political and Lumbering Arena of Dominion

There are several lumbermen legislators in the Senate of Canada—men, who have had life-time identification with the lumber and timber industry, and have also fought many a strenuous political battles. Prior to their elevation to the Upper House they were accustomed to giving and receiving hard party blows, but in the more peaceful and permanent sphere of public service—the Red Chamber—they are not as frequently heard as in days of yore on the hustings during election campaigns, or in nominating conventions. They are, nevertheless, doing their bit in a legislative and administrative capacity and their power and influence is manifested in the direction of national affairs. The weight of their counsel and ripened judgment in deliberations on leading issues and outstanding problems is still felt, even if their utterances and attitudes on certain questions do not command as large a share of public attention as those who occupy seats in the House of Commons.

To use a colloquial expression, the Senate is perhaps not as much "in the spotlight" as the Commons, but in spite of criticism aimed spasmodically at the former, that body continues to do useful and effective work. Many progressive measures have emanated from within its walls. Unmindful of the knocks received at the hands of both political parties every now and then, the Upper House has been steadily doing business since Confederation. There is no reason to suppose that it will not be as active and watchful of the public interest and national welfare for another half century, as it has been in the past.

The "Canada Lumberman" is publishing group portraits of the lumbermen legislators of the Dominion from Coast to Coast. This makes the third installment of the series, which has aroused much interest. The portraits of members of the Senate who are connected with the timber and lumber industry of Canada are shown on another page, and a brief outline of the political and business career of each honorable gentleman will prove both timely and instructive. The group pictures of the lumbermen members of the House of Commons and the remaining provinces of the Dominion will appear in subsequent editions. The lumbermen legislators of Ontario and also of the Maritime Provinces were featured in recent issues of this paper.

Hon. Joseph Bolduc, Speaker of the Senate, is a seasoned political warrior, representing Beauce, P.Q., in the House of Commons, from 1876 to 1884, when he was summoned to the Senate. He ran a remarkable election in 1882 against Sir Francois Lemieux, as in that fight, in his own parish and in the two adjoining parishes, only two electors registered their votes against him. Hon. Mr. Bolduc has been the presiding officer of the Upper House since June, 1916, and is a representative, broad-minded French Canadian, who has always been favorable to the Bonne Entente between the different nationalities of Canada. He is a former mayor of his parish, a former warden of the county of Beauce, as well as a school trustee and a member of other local bodies,—agriculture, telephone and railway. Senator Bolduc is a lumber merchant, a farmer and a notary by profession, and resides in St. Victor de Tring, Que. In politics he is a Conservative.

Hon. Nathaniel Curry has had an extended and outstanding business career. He resides the major portion of the time at 581 Sherbrooke St., Montreal, while his country residence is at Tidnish, N.S. He has been a member of the Senate for the last six years. The activities of Hon. Mr. Curry are numerous and varied, and he has always taken a deep interest in educational, religious, charitable, athletic and other pursuits. He is president of Rhodes, Curry Co. Ltd., Canadian Car & Foundry Co., and several other companies, holding the position of presiding officer in no less than twelve organizations and being a director of thirty. Naturally he is a very busy man. He has been intimately associated with the lumber business all his life and consumes a vast amount of wood products in connection with the operations of the progressive concerns which he has the honor to direct. Senator Curry was born in King's County, N.S., in 1851, and previous to establishing the large enterprises in Amherst, N.S., which have flourished under his direction, he spent some years with railway and mining companies in the United States. He is a past president of the Canadian Manufacturers Association and a Conservative in politics.

Hon. James J. Donnelly, previous to stepping in the larger sphere of political activity, was reeve of Greenock Township for two years, and a member of the Bruce County Council for four years, being warden of the county in 1902. Senator Donnelly is both a lumberman and a farmer, and has been a member of the Upper House for the past six years. He sat in the House of Commons for several years as a member for South Bruce. Senator Donnelly, who is a Conservative, resides in Pinkerton, Ont., and was summoned to the Senate in 1913.

Hon. W. C. Edwards, of Ottawa, needs no extended reference to his busy and aggressive career. He is a national figure in the lumber arena, having been associated with the industry for over fifty years and great plants have been built up at Rockland, Ont., and the junction of the Rideau and Ottawa rivers in the Capital city of Canada. Senator Edwards founded the business which bears his name, away back in 1868, and the golden jubilee of the mill at Rockland was celebrated last fall. Senator Edwards takes a deep interest in many lines of activity and usefulness outside of the lumber business. Agriculture, stock raising, power development, cement, banking and other interests claim a large share of his time and attention. The Senator is now in his 75th year, but is as alert and vigilant as many men at half his age. He was summoned to the Senate sixteen years ago, and previous to that, sat in the House of Commons as the Liberal representative for Russell County, being returned at the general elections of 1891, 1896 and 1900.

Hon. George Gordon is a big figure in the lumber arena and a former president of the Canadian Lumbermen's Association. He commenced his career as a clerk and culler for Booth and Gordon, lumber dealers of Kippawa and began business for himself in 1900. He is president of Geo. Gordon & Co. Ltd., Cache Bay, a director of the Strong Lumber Company, Cache Bay, the Bartlett Lumber Company, Sheldrake, Mich., president of the Expanse Lumber Company, North Bay, and a director of the Young Lumber Company Ltd., North Bay, the Abitibi Power & Paper Company, as well as other organizations, including the Petawawa Lumber Company, Pembroke. Senator Gordon first entered the House of Commons by being elected for Nipissing county in the Conservative interests in 1908. He sat in that body until 1912, when he was made a senator. Senator Gordon resides at North Bay and is a frequent visitor to Toronto, Montreal and other points by reason of his large business connection.

Hon. George G. King is a veteran lumberman and parliamentarian, being now in his 83rd year. He is head of the King Lumber Company Ltd., of Chipman, N.B., and has a son, G. Herbert King, who occupies a seat in the New Brunswick Legislative Assembly. Senator King was warden of Queen's County in 1877 and the following year was elected to the House of Commons, where he sat until 1886. He was then out of public life for one term, but came back in 1891 and was also returned in 1896. He was elevated to the Senate in December of that year, and is active and alert for a man of his advanced years. He is a great traveller and spent the larger part of last summer in the West, going as far north as Skagway, Alaska. Senator King is a Liberal.

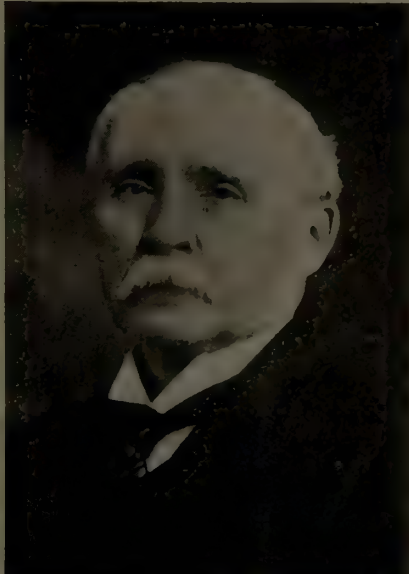
Hon. Alexander McCall resides at Simcoe, Ont., and is a well-known lumber merchant of United Empire Loyalist extraction. His first entry to public life was in 1908 when he was returned as the Conservative member for Norfolk County. Five years later he was created a senator. Hon. Mr. McCall comes of a historic family, his great grandfather, Donald McCall, being a Highland soldier who was engaged in the capture of Quebec, under Wolfe, and also fought on the King's side in the American Revolutionary war. The family settled on the Lake Erie shore in the County of Norfolk, in 1794, where the subject of this reference was born.

Hon. Peter McLaren is one of the first citizens of the historic town of Perth, the county seat of Lanark. There he has resided all his life and taken much pride and interest in the development of the substantial "Stone Town." For 28 years Hon. Mr. McLaren has been a member of the Canadian Senate. He is interested in timber limits and holds large areas of wooded and iron lands in Virginia. He also

Lumbermen Legislators in Canadian Senate



Hon. Valentine Ratz,
New Hamburg, Ont.



Hon. Jos. Bolduc,
Speaker of the Senate.



Hon. Nathaniel Curry,
Amherst, N.S.



Hon. Jas. J. Donnelly,
Pinkerton, Ont.



Hon. W. C. Edwards,
Ottawa, Ont.



Hon. Geo. Gordon,
North Bay, Ont.



Hon. Alex. McCall,
Simcoe, Ont.



Hon. Peter McLaren,
Perth, Ont.



Hon. Geo. G. King,
Chipman, N.B.



Hon. F. P. Thompson,
Fredericton, N.B.



Hon. Irving R. Todd,
Milltown, N.B.

has extensive lumbering and timbering interests in Western Canada. Senator McLaren's home is one of the most hospitable and attractive in Perth, which place is noted for its many solid, well built residences.

Hon. Wm. Mitchell, who resides in Drummondville, P.Q., has been interested in the lumber business for many years. He is President of the Drummond Lumber Co., and also has large outside affairs, being general manager and director of the Drummond County Railway, president of the Drummondville Bridge Co. and a director of Richmond, Drummond and Yamaska Fire Insurance Company. Senator Mitchell is a Liberal and has been an occupant of a seat in the Upper House for fifteen years. Of Irish extraction he was born in the township of Durham in 1851. He is a successful business man and has always evinced much interest in education, serving as chairman of the Protestant Board of School Commissioners.

Hon. Valentine Ratz, who resides in New Hamburg, is still interested in timber limits to a large extent, but is out of the manufacturing line at the present time. Mr. Ratz is president of the South River Lumber Company, and was first elected to the House of Commons in 1896. He was defeated at the general election four years later, but came back strong in 1904, and was summoned to the Senate ten years ago. Hon. Mr. Ratz was born in St. Jacobs, Waterloo County, in 1848. He has been ill ever since last April, but his many friends will be glad to learn that he is improving. The Senator is a Liberal in politics and a Methodist in religion.

Hon. F. P. Thompson, who hails from Fredericton, N.B., is interested in the lumbering and milling business and has had an industrious career. He was a member of the York Council for six years and warden for three years. Thirty-one years ago he was elected to the Provincial Legislature, where he sat until 1885, when he was appointed to the Legislative Council, from which body he resigned in 1891 to contest York County for the House of Commons in the Liberal interests. He was again elected to the Provincial Legislature in 1899, of which body he was a member until summoned to the Senate in 1902. Senator Thompson is president of the McFarlane-Neill Mfg. Company, managing director of the N. B. Telephone Company, and interested in a number of other important concerns.

Hon. Irving R. Todd, who was made a senator in March, 1918, is still interested in timber limits. He spent several years in the lumber business, from which he retired after a successful career. He was born in 1861 in Milltown, N.B., and has always been a broad-minded, progressive man. At the time of his selection as a member of the Upper House it was distinctly stated in the press of his native province that his appointment was based on merit, service and public spirit, rather than on party affiliation or political influences. Hon. Mr. Todd has already created a good impression in legislative circles at Ottawa.

Ocean Freight Rates Are Being Reduced

Ocean freight rates have been reduced on commercial traffic, and the British Government is releasing a certain amount of space for commercial cargoes. These two facts are the first indications of a return to normal in transatlantic shipping.

Rates all round show a considerable reduction, and the indications are that by the time the season opens again in the port of Montreal, freight rates will have been materially declined. Three months ago the rate on general cargo was \$6.50 per 100 pounds. After two months at this rate it was reduced to \$4.75 per 100 pounds, and recently there was a further reduction, and it now stands at \$1.50 per 100 pounds.

Shipping men state that there was no embargo on commercial traffic, and that the reported embargo only concerned the Government shipments on exports and imports, and in no way affects the regular commercial business of the country. The Government authorities have placed many temporary embargoes such as this upon exports and imports in order to clean house themselves before sending any more goods forward.

Will Saw Fifteen Million Feet This Season

That the Victoria Mills, Fredericton, N. B., will be operated at full capacity during the entire 1919 season was the statement made by Mr. Donald Fraser, of Plaster Rock, one of the principals of Fraser Limited, owners of the big milling property and other extensive lumber properties throughout Eastern Canada. Mr. Fraser stated that the owners were arranging for the necessary supply of logs to keep the Victoria Mills in operation throughout the whole season, as at least 15 million feet would be available. The figures for the 1918 output of the local mills were not as yet complete, he said, but would probably be about the same quantity as mentioned for 1919 manufacture.

Lumbering conditions on the Tobique were not unfavorable at the present time, Mr. Fraser said, there being between 15 inches and two feet of snow, while there was plenty of snow in the Quebec woods, too, so that the company will be able to get out about their usual cut of logs this winter, and this they will probably do, as the labor situation has already commenced to ease off and many men who were employed on munitions are now going back to their former employment.

It is understood that a considerable quantity of lumber which the Fraser Company now have manufactured and which is piled in their yards in Fredericton, as well as elsewhere is already sold and this same situation is said to refer equally to the 200 million feet or more now piled on the North Shore.

Some shipments of lumber to foreign markets are now being made from New Brunswick, including Great Britain, Europe, South America and some to South Africa, but charters remain very high, recent quotations from South American ports being from \$60 up to almost \$70 per thousand.

Number of Accidents Show Big Increase

In the fourth year of the operation of the Ontario Workmen's Compensation Act, just closed, the number of accidents and the amount of compensation awarded considerably exceeded the figures for the previous year. The number of accidents reported during 1918 was 47,848. The amount of compensation awarded was \$3,514,648.47. The number of accidents reported during 1917 was 36,514. The amount of compensation awarded was \$2,913,085.81. Of the total of 47,848 accidents, 440 were fatal.

A notable feature of the accident calendar for 1918 was the exceptionally large number of railway accidents during the early part of the year, largely owing to the very severe winter weather.

A large part of the increase in the amount of compensation is accounted for by the increased wages, the general principle of the act being that the workman receives 55 per cent. of lost wages.

Turkish Bath for Canadian Railway Ties

How to lessen the drain on Canadian forests by using scientific means to preserve railway ties was the subject of an address delivered before the Canadian Railway Club, in Montreal, by Mr. H. E. Wicksteed, Assistant Engineer of the Canadian Northern Railway, Toronto.

The main point brought out by Mr. Wicksteed was the growing scarcity of good timber for railway ties, and the necessity of finding some means whereby less valuable woods could be utilized for this purpose. The system he advocated was "a species of Turkish bath," which opened the pores of the wood, and then a thorough drying, which left the wood practically clear of all material that might lead to decay. Timber so treated, he believed, was practically indestructible, save by fire, and as a waterproofing a heavy oil bath had been found to answer perfectly. The dried-out ties were simply dipped in the oil bath, and then given a dose of a sand blast to make them easy to handle. The results of this treatment, he said, had been found very good with Canadian Northern, to such extent that woods ordinarily considered unfit for ties had been utilized with valuable effect, lasting for years.

To what extent this would save the forests Mr. Wicksteed showed when he stated that the Canadian Northern alone needed more than four million ties a year, while the ordinary life of a tie was only six years. The total needs of the Canadian railways he figured at 15,000,000 ties a year, a drain which the Canadian forests could not stand for any length of time.

Sudden Death of Adair Lockman

Adair Lockman, vice president of the Germain Co., lumber, timber and ties, Pittsburgh, Pa., passed away recently after only one week's illness from influenza and pneumonia. He was thirty-four years of age and was born in Houston, Texas. After completing his education he entered the Kirby Lumber organization and was later sales manager of the Thompson-Tucker Lumber Co. and also for the American Lumber Co. at Merryville, La. He became associated with the Germain Co. in 1913, as sales manager, and for the last two years had been vice-president. During 1917 and part of 1918, Mr. Lockman was in charge of western sales in the Chicago office and enjoyed the confidence and esteem of the trade. He leaves a wife and one daughter, besides his parents residing in Houston, Texas, and other relatives.

The Canada, first of the wooden 1,500-ton steamers being built in British Columbia for the French Government, was launched from Lyal Shipyards, Vancouver, B. C. Twenty of the ships are being built in Vancouver and twenty at Victoria.



New mill of the Timberland Co., Ltd., looking north across Fraser River, with City of New Westminster in background

New Timber Mill Erected in Record Time

Plant of Timberland Lumber Co. Now Operating On Fraser River Possesses Splendid Location and Every Modern Manufacturing Facility

Erected and fully equipped in less than six months, the new sawmill of The Timberland Lumber Co., Ltd., on South Westminster waterfront, was started December 23. It is now being pointed to with pride by every citizen of the Royal City as the latest notable addition to their expanding industries, the total investment in plant land and timber limits being over the million mark. The site comprises 65 acres with 2,000 feet of water frontage, and 32 acres of foreshore rights for booming grounds—approximately 100 acres in all.

The main building is of very heavy type of construction, the dimensions being 52 x 280 feet, two storeys, the upper being the saw floor. The mill has been specially designed and equipped to handle heavy dimension and timbers up to 100 feet in length with speed and economy of operation, and has a capacity of 100,000 feet in ten hours. The planing mill has adequate facilities for dressing heavy timbers and smaller stock, while the size of the timber dock, 100 x 350 feet, is a guarantee that there will be no congestion of material at any time, no matter how hard the mill may be driven when cutting "rush" orders. The power plant consists of a battery of 72 in. x 18 ft. boilers supplying steam to powerful engines separately operating the front and rear ends of the mill.

Shipping arrangements made through the British Columbia Electric Railway Company give Coast rates and direct connections with five trans-continental railways — Canadian Pacific, Canadian Northern, Great Northern, Northern Pacific and Chicago, Milwaukee & St. Paul. It cost the mill company a lot of money in the way of trackage, two miles of heavy steel having to be laid from the main line of the B.C.E.R. The trackage is arranged so that it affords exceptional facilities for the quick handling of shipments. A good wagon road parallels the railway line. The mill was erected under the direction of Louis Livingston, of Winlock, Wash., a builder

well known on the Pacific Coast. His work throughout has been extremely satisfactory to the company, and creates a time record for construction of a plant of this size. Commenced on June 25 last, the mill was in shape to run Dec. 23. A number of neat cottages to house the workmen have also been constructed. They are so located as not to interfere with the company's plans for future expansion, which cover the erection of another sawmill and large box factory.

Has Large Area of Noble Timber

The timber supply will be brought from Vancouver Island, where the company last year acquired several thousand acres of very choice limits now being opened up by their logging superintendent, D. E. Stewart. His task includes the construction of several miles of standard gauge logging railway, which he hopes to make the best stretch of logging road in the province. The steel is 60-lb. and heavier, and rails of similar weight will be used for track extensions. The rolling equipment will comprise a 70-ton Climax loco., standard logging cars; fitted with air brake, and a considerable number of heavy disconnected trucks to be used in taking out long timber sticks. The railway is so built that timber up to 135 feet in length can be handled with ease. Deliveries to the mill will start in February and in the meantime booms will be purchased in the open market.

J. G. Robson, president and managing director of the Timberland Lumber Co., Ltd., and Paul E. Murphy, general superintendent and assistant manager, naturally feel considerably relieved now that their new mill has reached the operating stage. The company's sawmill at Craig Station, Fraser Valley, cutting 50,000 feet daily, had cleaned up the adjacent supply of timber on Dec. 12, after a steady run of eight years, so that only a few days elapsed between the closing of the old plant and the starting of operations at the new one. The former is now being dismantled preparatory to the sale of the equipment.

President Robson informed the "Canada Lumberman" representative that he does not propose to manufacture finish lumber at the new plant. The company will specialize in heavy dimension and timbers, the side lumber being moved in the form of boards, ship-lap and small yard stock. The management feel confident the trade will realize that in this way a higher grade will be supplied for general construction work than would be possible if the clears were being saved for finish purposes. It will be the aim of the company to build up a very high reputation for the new mill on the line of quality and service.

We are fortunate when we consider the quality of our trade papers. There is not a number that is issued which would not be cheap from an educational standpoint at the cost of an ordinary book. Questions are discussed by experts on different lines, men who make a careful analysis and study of the subjects; thus may be obtained knowledge in general of the lumber business, inspection and grading rules, peculiarities or characteristics of the different kinds of lumber, purposes for which the kinds are suitable, salesmanship, accounting (particularly opinions as to cost systems, etc.); in fact, all lines are discussed ably and pointedly.



View looking downstream showing part of the Timberland Lumber Company's fine booming ground

Personal Paragraphs of Interest

Alfred Read, of Read Bros., Ltd., Toronto, is now on an extended business trip to the Pacific Coast.

J. I. Bennett, of the Bennett Lumber Co., Ltd., Montreal, wholesale and export lumber dealers, is on a business trip to England.

A. E. Clark, of Toronto, was in Chicago recently attending a board meeting of the National Hardwood Lumber Association, of which organization he is a director.

Clark Allen, of Terry & Gordon, Toronto, has been elected president for the coming year, of the Toronto Triple Link Club, I.O.O.F., in the work of which he has always taken a deep interest.

Gordon C. Edwards, of Ottawa, and W. Gerard Power, of St. Pacome, Que., were in New York recently attending a meeting of the Board of Trustees of the National Wholesale Lumber Association.

Stewart F. Rutherford, of William Rutherford & Sons, Co., Ltd., Montreal, has been elected an alderman for the city of Westmount, heading the poll.

T. Z. Pariseau, of Pariseau Freres, Ltd., box makers and lumber merchants, has been elected an alderman of the city of Outremount, Province of Quebec.

C. I. Adcox, who for several years has been salesmanager of the Canadian Western Lumber Company, Fraser Mills, B. C., has taken a similar position with the Reynolds Timber & Trading Company, Vancouver, and has entered upon his new duties.

George Petry, who was formerly associated with J. P. Johnson and Son, has taken a position as assistant to R. G. Chesbro of Toronto, who represents the Allen-Stoltz Lumber Company, of Vancouver, and the Prince Rupert Lumber Company, of Prince Rupert.

J. B. Knox, of Knox Bros., Ltd., Montreal, is paying a visit to the leading mills in B. C. J. M. McNeil, of the Toronto office of the firm, is in Montreal for some time while T. M. Lewis, of Toronto, is looking after their interests in Ontario.

Coolidge & Carlisle, forest engineers, Bangor, Maine, are now in partnership and are widely known to the timber interests of the east. At present Mr. Coolidge is in Newfoundland, where he is engaged in some important work. The firm of Coolidge & Carlisle make a specialty of furnishing timber estimates and maps and also plans for logging operations.

E. F. Foster, late of Michigan, has been appointed manager for the Holt Timber Company, at Bolger Bridge, Ont. Mr. Foster has been associated with the company for a number of years. He takes the place of Geo. W. Taylor, who has gone to Florida to discharge important duties in connection with other large enterprises with which Mr. Holt is associated.

The death occurred recently of Archibald McEachren, of Millerton, N.B., who was outside manager for the Miramichi Lumber Co. He was in the woods in the interests of his concern when stricken with influenza, and was brought home, but died three days later. Mr. McEachren was well known and well thought of and his passing caused wide regret in eastern lumbering circles.

W. Gerard Power, St. Pacome, P. Q., president of the Canadian Lumbermen's Association, spent a few days in Toronto recently on business connected with the 1919 convention in St. John, N. B. Mr. Power, who was accompanied by his wife, expects the gathering on February 5th and 6th to be the most representative ever held in the history of the Association.

At the annual meeting of the Toronto Board of Trade the elections for members of the Council for the coming year aroused much interest. C. W. Wilkinson, vice-president of the Union Lumber Company, who was nominated by the Lumbermen's Section of the Board of Trade for a seat in the Council, was one of those who were successful. He succeeds J. L. Campbell. John B. Reid, who was nominated as a representative on the Canadian National Exhibition from the Lumbermen's Section, was defeated. Mr. Reid, who has served for a number of years on the Exhibition Board, rendered faithful service.

L. B. Beale, Lumber Commissioner of B. C., to the British Isles, has been appointed British Trade Commissioner in Western Canada. He will have the territory from Winnipeg to the Pacific Coast under his jurisdiction, and will possibly make his headquarters in Winnipeg. Mr. Beale has been in London for a considerable period and his wide experience and thorough knowledge of the lumber industry well qualify him for the duties of his new post. Mr. Beale will return to Canada in February, and will spend some time in the office of G. T. Milne, H. M. Trade Commissioner, Montreal, and later will visit Toronto, where he will be associated with F. W. Field, H. M. Trade Commissioner, after which he will proceed to Winnipeg.

Details of Big Order Still Uncertain

Will the reported big order of a billion feet of Canadian lumber for the British Government materialize? This is the question which stares the lumber trade of the Dominion in the face, so far as official Ottawa is concerned.

The situation at present, as summed up in a nutshell is: While the Canadian Trade Commission received an inquiry which did not contain sufficient instructions, and knew generally that there was a possibility of Canadian lumber being purchased by the British Government, it had not official, definite instructions.

As near as anyone can describe things at present, since the despatches appeared, the business in Canada is in "statu quo."

Divergent views regarding what has happened have been expressed by responsible persons. One tends toward the effect that a Canadian Government official went to the Timber Controller in England and apparently got some satisfaction that a big order would be given to the Dominion. From what was presumed the British Timber Controller was to distribute the billion feet between nine or ten dealers in the Old Country, giving it out in blocks and asking them to absorb it.

The real fact as the information from the Canadian Trade Commission stands is, that they received an inquiry, which did not contain sufficient information. They cabled back asking for details.

The upshot was that after a week or ten days a reply was received putting the question of supplying bottoms up to Canada. Hon. A. K. MacLean, acting Minister of Marine, took the proposition up with the result that another message to England was sent putting the matter of shipping up to the British Admiralty to deal with.

At the date of writing, says the Ottawa correspondent of the "Canada Lumberman," there were no specifications, no orders given, no allotments, nor did the Canadian Trade Commission in the Capital know definitely what was wanted, or how transportation was to be arranged.

The general view taken by parties interested in the placing of the order is that if the whole business in Canada were placed to-morrow, there would still be many obstacles in the way. Shipping is one of them, sizes, widths, and grades is another, but perhaps most important to certain interests is that the business if it is going to be done, goes through the ordinary channels and trade reverts to pre-war times.

Since the press despatches the Canadian Lumbermen's Association have taken the matter up and have evidenced a great deal of interest. It is their idea that the business should go through the ordinary grade lanes, through established houses, and that preparation for the handling, examining, and grading of the stock to be shipped has to be previously arranged for.

Finally Revised Figures on Lumber Industry

A census of the lumber industry in Canada has just been completed by the Dominion Bureau of Statistics, embracing 2,879 operating concerns, of which 52 were in Alberta, 251 in British Columbia, 29 in Manitoba, 255 in New Brunswick, 462 in Nova Scotia, 603 in Ontario, 60 in Prince Edward Island, 1,151 in Quebec and 16 in Saskatchewan.

The total capital invested in the industry, including land, buildings and plant, machinery and tools, stocks in process and supplies, and working capital is given at \$149,266,019.

The number of employees on salaries was 2,874 males and 285 females, who received a total of \$3,554,097. The average number of employees on wages was 25,516, engaged in logging operations, and 28,820 in the mills, and their combined wages amounted to \$34,412,411.

The aggregate value of production in 1917 was \$115,884,905. The census covered 29 kinds of lumber, 11 of shingles, 10 of lath, 6 of pulpwood and 10 of miscellaneous products, including cooperage stock, veneer, ties, poles, posts, dressed lumber, etc.

The principal kinds of lumber by species of wood used, were spruce, 1,466,558 m. ft., white pine 791,609 m. ft., Douglas fir 706,996 m. ft., hemlock 322,722 m. ft., cedar 149,999 m. ft., red pine 119,321 m. ft., balsam fir 102,373 m. ft., and all other varieties including custom sawn lumber 483,293 m. ft.

The total quantities and values of lumber, lath, shingles and pulpwood cut, and of miscellaneous products were as follows:

Lumber, 4,142,877 m. ft., \$83,655,097; Lath, 616,949 m. ft., \$1,828,018; Shingles, 3,020,956 m. ft., \$8,431,215; Pulpwood, 988,444 cords, \$10,543,630; Miscellaneous products valued at \$11,436,945.

The new Government steamer, Canadian Voyageur, which was completed recently, has sailed from Quebec for Halifax. She will be handed over to the control of the Canadian National Railways at Halifax.

Great Gathering of Ontario Dealers

Annual Meeting of Retail Lumbermen will be Held in Toronto
Tuesday Feb. 11—Important Trade Matters

Everything is now in readiness for the big Retail Lumber Dealers Convention, which will be held in Toronto, at the King Edward Hotel, on Tuesday, February 11th. There will be two sessions for the election of officers, the receiving of reports, and general discussion on the many matters of moment to the retail lumber merchants. The morning session will start at 10 o'clock, and the afternoon at 2 o'clock.

In the evening the visitors will be tendered a banquet at the King Edward Hotel, by the wholesale lumbermen of Toronto, and arrangements are being completed for the success of the dinner.

On Monday, February 10th, there will be a general meeting of the Board of Directors, at the King Edward Hotel, and a full attendance is requested.

It is just a year ago since the Ontario Retail Lumber Dealers Association was instituted and now that body is strong and promising. Much good work has been carried out, but there is a great deal more to engage the attention of the members. The success of the general meeting held in Toronto during the progress of the Canadian National Exhibition, in September last, is still fresh in the minds of those who were fortunate enough to be present. It is expected that the forthcoming occasion, Tuesday, February 11th, will be the greatest get-together assembly of lumber retailers that the province has ever seen. Not only are members of the Association cordially invited, but all dealers will be made welcome. There will be much to interest, instruct and stimulate. Let the first annual conclave be a hummer from beginning to end.

Some of the questions to be considered and dealt with are: Workmen's Compensation Assessment, some shortcomings and suggested amendments; Proposed changes in Mechanics Lien Act, Cost Accounting System, Advertising, Standard plans, etc.

The regular sessions will open, as stated, on Tuesday morning, February 11th, at 9 o'clock, with registration of members. At 10 o'clock President Patterson, of Hamilton, will call the meeting to order and deliver his address. Then will follow the reports of other officers and committees, after which will come the presentation of resolutions, general discussion, new business, election of officers, etc., all of which will provide a busy and important meeting.

The present officers of the Ontario Retail Lumber Dealers Association are: President, Thos. Patterson, Hamilton. Directors: A. G. Rose, Ottawa; E. M. Barrett, Ottawa; W. M. Tupling, Orillia; J. A. Laberge, Sudbury; Howard Hesson, Sault Ste. Marie; A. S. Nicholson, Burlington; K. J. Shirton, Dunnville; J. C. Scofield, Windsor; B. F. Clarke, Glencoe. Secretary-Treasurer, H. Boulton, Toronto.

New Interests Operating in Brockville Plant

The Brockville Lumber Company, Ltd., of Brockville, Ont., which has been in liquidation for several months, with H. W. Going as liquidator, has practically closed up its lumber business and sold the plant, land and buildings to new interests, who have reorganized the concern. They will carry on an up-to-date lumber yard along aggressive lines under the name of the Brockville Lumber Company. John Caruth, who has been with the organization for over 30 years remains with the new owners and will have charge of the yard end, selling and delivery. Miss Grace Joy, formerly secretary-treasurer of the old company remains in charge of the office and financial end. The planing mill to take care of all work for house building and a modern box making shop will look after boxes and shooks.

Mr. MacLaurin Discusses Export Outlook

Alex. MacLaurin, manager of the St. Maurice Pulp & Paper Company, Limited, Three Rivers, Que., in a recent interview, said that the European buyers would have to pay more for their lumber than they did last year. Wages have gone up from \$20 to \$30 a month, and prices must ascend to keep pace with them.

Mr. MacLaurin is of the opinion that there is not a billion feet of lumber in the eastern part of Canada if the order calls for immediate delivery, in which case the market will have to search for the material as far west as the Pacific coast. Even with the Pacific coast market included, it is doubtful if there is a million feet of lumber available for anything like immediate delivery, he said.

"Contrary to popular opinion," Mr. MacLaurin added, "the province of New Brunswick has been almost cleaned out of lumber supplies. There is very little cut lumber in that province awaiting shipment. The province of Quebec is in a similar position. There is no very large amount of lumber on hand. We have about 3,000,000 feet, and a couple of firms in Quebec, I understand, who are not mill

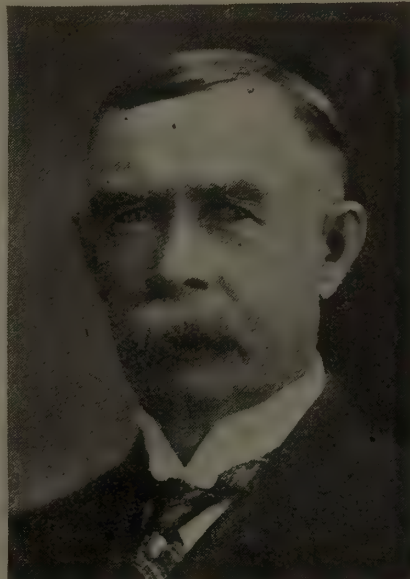
operators, have purchased several cuts, and have a quantity on hand ready for the market.

"Undoubtedly if this order for a billion feet of lumber is confirmed it will be the biggest boon to the lumber industry that Canada has experienced during the last half century, but we lumbermen must get a reasonable price, and in addition to that we must get the labor to get the lumber out.

"For the past few years the annual cut in the province of Quebec as well as in New Brunswick has been steadily decreasing. This is due to the fact that the large sticks are being quickly culled out, and that to-day the lumber operators must cover a much larger area than before in order to obtain sticks of the proper size.

"The cut of the season has been practically completed in the province of Quebec, and from now on hauling will take up the attention of the lumber operators, after which the spring drives will be at hand."

It Is Now The Irvin Lumber Co., Limited



W. C. Irvin, Toronto
Head of the Irvin Lumber Co., Ltd.

Wm. C. Irvin, of Toronto, who was elected chairman of the Lumbermen's Credit Bureau for the coming year at the recent annual meeting, has been a staunch supporter of that organization since its inception. It was largely through his instrumentality and influence that the Builders' Supply Dealers joined forces with the Lumbermen's Credit Bureau a couple of years ago, thus increasing the work and worth of the latter institution, a seat on which will cost \$100.00 after April 1st next in addition to the regular fees.

Mr. Irvin, who has been actively identified with the lumber and sawmill business all his life, is now the head of the Irvin Lumber Company, Ltd., the style of the firm of Gibson, McCormack, Irvin Company, Ltd., being changed this month to the Irvin Lumber Company, in which the subject of this reference has been the central figure for seventeen years. Mr. Irvin has always taken a deep interest in the work of lumbermen's associations and is a member of the O.R.L.D.A. His father, John Irvin, was a mill man and in 1867, the year of Canadian Federation, launched a mill near Hornby, Esquimaux township, Halton County. There Mr. Irvin, Sr., conducted business for many years, sawing all timber in that neighborhood, and later removing to Brampton, established a retail lumber yard in that town while mills were operated in Pontypool, Durham County, and Dundalk, Gray County. On leaving Hornby Mr. W. C. Irvin located in Pontypool, where for eleven years he conducted a successful lumbering business. After all the white pine in that section was converted into the finished product, he removed to Dundalk where he carried on a sawmill established there by his father for seven years. It was in 1902 that he came to Toronto and formed a partnership with the late R. L. McCormack and R. E. Gibson. This organization was known as the Toronto Junction Lumber Company Ltd. In 1909 the style was changed to Gibson, McCormack, Irvin Company, Ltd., and the latest development is the new title of the Irvin Lumber Company, Ltd. In 1908 a large planing mill and sash and door factory were erected on Vine Street, West Toronto. The company, which deals in lumber, builders' supplies, and coal, has three branch yards located at 1114 Bathurst Street, Main Street, Weston, and 2410 Dundas Street. Mr. Irvin has three sons, one of whom, Charles Irvin, is secretary-treasurer of the Irvin Lumber Company, and, another John C. Irvin, is manager of the Weston branch. During the long period that he has been connected with the organization which now bears his name, Mr. Irvin has built up a growing business, and is highly regarded by the trade, being at all times a genial, obliging and sincere member of the retail lumber ranks.

Most Complete Book on Lumbering Tools

The Canadian Warren Axe & Tool Company, Ltd., St. Catharines, Ont., have issued an admirably illustrated and neatly printed catalogue of their axes and lumbering tools. The handsome and convenient catalogue is most complete and supersedes all former issues. The company announce that their factory is equipped with the most modern machinery and under the supervision of men of long experience, and that their product in the shape of Sager axes and Soo Line of logging tools, the favorite of practical lumbermen throughout Canada, will still evidence the highest quality and workmanship.

Canadians Attend Buffalo Gathering

New York State Retail Lumber Dealers Listen to Inspiring Talks and Enjoy Many Social Functions



Dr. Wilson Compton
Secy.-Manager of National Lumber Manufacturers' Association

The 25th anniversary convention of the Retail Lumber Dealers Association of New York was held at the Iroquois Hotel, Buffalo, on January 21st, 22nd and 23rd. The gathering was in every way successful and enjoyable and many practical addresses along the lines of confidence, reconstruction and expansion were delivered by leaders, not only in the lumber business, but in allied industries. The social features of the gathering were also particularly attractive. The "Prosperity Smoker," given by the Niagara frontier lumbermen, on the evening of January 21st, being the most ambitious and varied undertaking in its line ever attempted.

Among those present from Toronto were W. F. Oliver, H. Brooks, Maurice Welsh, D. C. Johnston, A. E. Gordon, W. G.

Paynes, W. C. Laidlaw, J. K. Muir, F. H. Horning and H. Boulton.

The New York State Retail Lumber Dealers Association has about 400 members and there were, along with the visitors fully 600 persons in attendance. One striking feature of the conclave was a building material service exhibit, which was open to all visitors and aroused much interest. It was announced that the association cost accounting system was there for inspection and the committee together with the cost council explained the details to anyone desiring to know them. Two or three effective announcements in connection with the final invitation sent out are particularly appropriate to all convention work.

These were: "We have Won the War. We face the uncertainties of readjustment and the opportunities of peace. To determine our future position in the field of business is our present talk. Come—it will pay you big dividends and better business."

"Non members are welcome at our sessions. If you have such a competitor bring him with you and warm him up with the real association spirit. We will make him welcome."

"If you have an idea spring it. Do not leave the convention without striking some brand new idea from the flint and steel of give and take."

Among the speakers was Dr. Wilson Compton, secretary-manager of the National Lumber Mfrs. Association, Chicago. His theme was "Can the Retail Dealer now Expect a large Expansion of Business and Why?" Dr. Compton spoke quite hopefully concerning the future and gave an outline of a conference held recently in Washington between the government and the representatives of the N.L.M.A., and the retailers. It was the original intention of the U. S. administration to dispose of the large quantity of war lumber and timber which was left on their hands, to the retail dealers. It was represented that this would flood the market and upset conditions generally. In the first place the retail merchants would not be in a position financially to handle this enormous quantity. After full consideration of the subject the government will clear the supplies on hand through the wholesalers and manufacturers at present market quotations. This will not undermine present conditions and will give stability and permanence in the distribution and consumption of wood products. Dr. Compton outlined the prospects for building, the shortage of houses, the repatriation and settlement of returned soldiers and incidentally referred to the labor unrest and other problems which would have to be watched and handled very carefully.

Attorney A. Senior, of Utica, told of the work done last year in the campaign to have a new Mechanics Lien Act passed by the State Legislature. It embodied all the desirable features which the retail lumber trade wished to have incorporated for their protection. Although the measure had gone through the house it was later defeated owing to the strong lobby conducted by the banking and building interests. Now another draft has been made and any objections which the banking institutions formerly had, have been removed, so that there is a fair prospect of the amended measure being passed at the next session of the State Legislature. A resolution was passed by the Association which in every way will back up the action of

the lumber dealers to obtain a strong and effective Mechanics Lien Act.

Many other important topics were taken up such as terms of sale and trade practices, and the anniversary banquet, held on January 22, was a delightful event. The address of Dr. Willard Scott, Brookline, Mass., on the "Physician of Good Cheer," was decidedly clever and humorous. Another feature of the gathering was a visit of the delegates, on January 23rd, to the mill of the Beaver Board Companies, at Thorold, Ont.

Are Attending C. L. A. Convention

The eleventh annual meeting of the Canadian Lumbermen's Association will be held in St. John, N. B., on February 5th and 6th, and a most interesting and instructive programme will be carried out. There are several important matters to come up for consideration particularly with regard to export problems and a number of addresses will be delivered by leading representatives of the industry. The St. John committee, who have been making the local arrangements have completed their work and a profitable and pleasant time is assured all the delegates.

Among those from Toronto who will attend the Canadian Lumbermen's Association are J. G. Cane, A. E. Clark, W. E. Bigwood, A. C. Manbert, W. J. Lovering, Maurice Welsh, W. C. Laidlaw, Duncan McLaren, A. E. Craig and G. A. Paxton (Firstbrook Bros.), Toronto; E. H. Walker, Midland; Norman C. Hocken, Otter Lake Station, and others.

Engine that Withstands Every Test

The Clay Engine Mfg. Company, of Cleveland, Ohio, have been building Clay engines for over 21 years. The "Canada Lumberman" is advised that practically every engine this firm had produced, including those shipped out many years ago, is still in operation and giving satisfaction. Clay engines are all of the four cycle, heavy duty type, especially adapted for commercial boats and fishing boats, or wherever a thoroughly dependable, economical engine is desired. They are built in 1, 2 and 4 cylinders from 4 h.p. to 110 h.p., and are constructed also for extremely heavy duty operation. Each part is designed to take many times the strain to be used for towing lumber, supply boats, etc., for the marine installation and the portable stationary engine for hoisting, power plants, etc. On account of their overhead construction they operate economically and their simple design makes them easily understood by anyone having only limited experience with engines. They are so easy to operate that the firm have never found it necessary to issue an instruction book. The purchaser receives an engine that, it is said, will give 100 per cent. satisfaction in operation and which, on account of its rugged construction will provide service for an unlimited number of years with the utmost satisfaction if just ordinary care is bestowed. The engine can be throttled down to very slow and then speeded up without carburetor adjustment, making it operate more like a steam engine than a gasoline one. All the fittings such as nuts, bolts, etc., are standard thread.

Would Regulate Portable Mills by Legislation

Safety of Maine timber lands and farm wood lots demands immediate legislation, declares Forest Commissioner Forrest Colby. Mr. Colby states that the two most serious menaces to the forest growth of this state are the portable mills and the failure of their operators and others to observe the provisions of the slash law.

The portable mill is exactly what its name indicates, a sawmill outfit of small dimensions quickly moved from one place to another. Their owners buy small lots of timber in the organized towns of the state, move their mill there, set up and proceed to denude the land. They take every tree which will make a board three inches wide and up. If they take 200,000 or 300,000 feet of lumber off the lot they are satisfied.

Slash is the waste of the trees cut for lumbering purposes. The state law requires that all operators shall destroy this. In the great lumbering regions of Maine, where the operations aggregate millions of feet annually, the law, states Commissioner Colby, is well observed. There the department has power and funds to work with. This is due to provisions of the law creating the Maine forestry district, which has for its purpose the protection of the forests. Outside the district, while the same law applies, the department has no fund with which to work. The condition is taken advantage of by the portable mill workers, who leave their slash on the ground to dry and become a constant source of danger from fire.

The National Hardwood Lumber Association will hold its Twenty-second Annual Convention, at the Congress Hotel, Chicago, Thursday and Friday, June 19th and 20th, 1919.

Lumberman Welcomed Journalists

Major Arthur Hill of Forestry Corps was First to Greet the Party at Rouen Just Before Aerial Raid

Describing a night aerial raid by the Huns on the city of Rouen, France, which took place when he, as a member of the Canadian newspaper party, visited the front, Frank Carrol, of Quebec city, who is a well-known traveller and journalist, says in a recent issue of his paper:

It was dark when we entered Rouen, and it was only by the tramway track that we were made aware of being in the city, for everything else was in complete darkness. We had considerable difficulty in reaching the Hotel de la Poste, about nine o'clock. Entering a shuttered door, we were greeted by Major Arthur T. Hill, of Quebec, who is attached to the Forestry Corps, about forty-five miles away.

Major Hill is a brother of J. K. Hill of the Radcliff Saw Mfg. Co., Toronto, and is well known to the Canadian lumber trade. He operated a mill at Belle River, Ont., and was for several years with Price Bros., & Co. of Quebec. We were begrimed with dust, and our faces looked like those of coal heavers, but the pleasant sight of a cozy lounge, filled with Canadian soldiers and a sharpened appetite after our lengthy motor ride of over 125 miles, made us relish a supper of omelettes, for which this hotel is justly famous.

Shortly after midnight the firemen rushed through the streets warning the citizens of the presence of enemy air raiders. The electric lights went out just as we were half way up the last of the four flight of stairs and we had to climb to get to our room. Half-dressed maids were flying around the passages, placing little spirit lamps in the halls, and then making a quick descent to the rotunda. Permanent guests followed, but few of the members of our party ever moved from their rooms, or awoke from their slumber. We descended to the ground floor because there had been a mistake in our room key, and there found a gathering of guests and help all wearing a rather doleful appearance. We enquired what all the excitement was about, and we were told that the Germans were bombing the town. We went out into the street to see the commotion. Here the people were rushing out of the buildings and making for the cellars. It was a fine, clear moonlight night, and away up in the sky was a huge sausage dirigible balloon, which, we were informed, was a friendly one searching for enemy planes. We remained out-doors for over half an hour, watching the sky for the approach of the Bosche, but they never succeeded in breaking through the barrage, which we heard in the distance, on the outskirts of the city, making a fearful uproar. Then we heard the firemen sound the alarm that the danger was all over, and everybody went back to rest again. Such was our first experience of a city night raid. The majority of our party never knew what happened until the next morning, while others thought that something had gone wrong with the electric lighting system, and quietly helped themselves to the spirit lamps in the passages, to light them to bed.

Next morning we visited the old Cathedral of Rouen, and the immortal spot near the market, where Joan of Arc was burned at the stake. Then we drove through some very narrow streets, having a good view of the long lines of people standing in front of the bread stores, waiting for their turn to be served with their allowance cards. Otherwise, Rouen, one of the most interesting cities of France, was much the same as usual. The tram cars were being run entirely by women.

This city is the Clearing Record Depot for the Canadian Army, which department is in charge of Colonel Lorne Hamilton, formerly of Quebec, who, unfortunately was in London when we were there. A record of every soldier going to the front has to be filed here, a copy of which accompanies him through all the different stations and places which he may pass until he returns home.

We had barely reached the outskirts of the city when we met a long procession of ambulances, probably several hundred, loaded with wounded going back from the Rheims-Soissons offensive, which had started a few days previously. Even the maimed Tommies were full of good spirits, and responded to our salutations of recognition of their valor and good luck.

Then for hours we passed camps of Hindu Cavalry, Canadians, Australians and English. They were all under canvas, along the roadway, interspersed with hospitals.

Big Forestry Scheme Planned for France

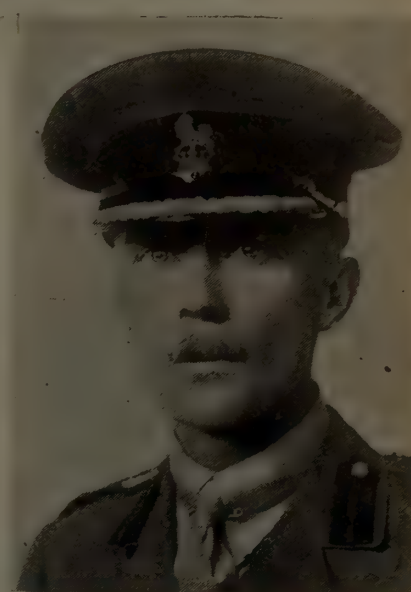
Norway intends to help out the restoration of the devastated part of France, in the front zone, by planting a belt of Norwegian forest trees. Much enthusiasm has developed for the scheme, and it is intended to begin this spring. It comprises the planting of 250 acres annually, for five years, and the money is streaming into Consul Heiberg, at Christiania. The idea is to send a forestry party of about

fifty Norwegians, fully equipped with trees, tools, tents and stores, so as not to impose the slightest burden on France. The tentative zone for planting the belt of trees is from Adrennes toward the Belgian frontier, behind Arras, where there formerly was fine forest, but action will be taken in accordance with the desires of the French.

High Honor for Major A. B. Gillies

Major A. B. Gillies, who was recently made an officer of the Order of the British Empire, is widely known in both lumbering and military circles. He has rendered splendid service overseas, and comes from a family which has played a leading part in the recent war. Major Gillies graduated from the Royal Military College, Kingston, in 1905, and later was, for several years, at Gillies Depot, near Cobalt, Ont., in connection with the lumber operations of Gillies Bros. Ltd., whose headquarters are at Braeside, Ont., where they have been established since 1873. In March, 1915, Major Gillies, who is a son of David Gillies, President of Gillies Bros., Ltd., joined the artillery branch of the service and crossed overseas in February, 1916, in command of the 30th Battery, 8th Artillery Brigade. In July, 1916, he went to France in command of this Battery and was in charge of it for several months, taking part in the actions at Vimy Ridge and on the Somme. He was shell shocked and invalided to England. Later he acted as brigade major of the First Reserve Brigade of Canadian Artillery at Whitley and Borden Camps, and was recently made a general staff officer.

Two other members of Gillies Bros. Ltd., have also served overseas with distinction. Capt. Allan R. Gillies, of Clover Bar, Alta., went over in September, 1914, in the first contingent, with the 3rd Battery, and served two years in France, at the end of which time he was invalided home. His brother, Lieut. Clyde C. Gillies, was a mining engineer on the Rand, South Africa, when the European strife broke out and shortly after returned and served in France with one of the pioneer battalions until he was wounded and sent home to Canada.



Major A. B. Gillies, Braeside, Ont.

Fixing the Salary of Mill Manager

According to information given in Supreme court in Vancouver, in support of a motion to fix the remuneration of J. P. Walsh, the liquidator of the Giscombe Lumber Company, says a press despatch, managers or superintendents of milling companies or lumber concerns generally are paid attractive salaries, ranging around \$10,000 a year. It was stated that L. D. Rogers, a Portland lumber expert, had refused to undertake the management of the Giscombe Lumber Company for less than \$10,000 a year.

The evidence was adduced in support of a motion to fix the salary of the above liquidator, who, it was stated, was acting in the dual capacity as liquidator and manager of the company, at \$600 a month, while the mill was operating in full, and at \$300 while the planing mill was closed down. The inspectors in the liquidation had recommended this payment, as had the creditors, with one exception.

Mr. O'Dell, for the disputing creditor, opposed the motion. He said there was no good reason for the fixing of the remuneration at this time. It had not been shown what the liquidator had done; what he had collected or disbursed. It was more than the liquidator of the Dominion Trust was paid.

Mr. Justice Macdonald adjourned the matter, but in the meantime would make an allowance of \$1,500 as an interim allowance.

The Quebec Shipbuilding and Repair Company, of Quebec, are clearing out their ways preparing for the construction of two large schooners, the work on which will be started soon. As soon as the timber, which has been ordered for the vessels, arrives, there will be no delay in starting the work.

Regarding the British Government's programme of 500,000 houses, Sir Eric Geddes declared recently that 160,000 had already been arranged for, and it was hoped that the remaining 340,000 would come along very fast.

Export Outlook for Red Cedar Shingles

H. R. MacMillan Before the Congress in Seattle Declares the Prospects are Not Encouraging

At the second annual Red Cedar Shingle Congress, held recently, in Seattle, Wash., some practical subjects were discussed, which included export outlook, grading, inspecting and advertising. One of the principal speakers at the profitable conference was H. R. MacMillan, of Prince Rupert, B.C., who was formerly provincial forester for British Columbia, and is at present assistant director of the Imperial Munitions Board. He discussed the possibility of increasing the export trade in red cedar shingles. Regarding the outlook for foreign business in the shingle line, he did not consider it very bright or encouraging at present.

It will be remembered that a few years ago Mr. MacMillan was sent by the Dominion Government on an extended tour of the world for the purpose of gathering information looking to the extending of the market for British Columbia forest products. He admitted there was some possibility of developing the export shingle business but in countries with similar climate to this country, like England and France, Australia, New Zealand and South Africa, he found an absence of wood coverings for buildings. In the countries mentioned iron and slate and other "substitutes" are used for roof covering and the real advantages of shingles must be shown. A most natural



H. R. MacMillan, Prince Rupert, B.C., one of the speakers at the Red Cedar Congress in Seattle.



P. D. Roe, Port Moody, B.C., President of the B. C. Lumber & Shingle Association for 1919.

field to cultivate is Australia and New Zealand, where originally hardwood shakes were first used, and then followed galvanized iron and plates. Not more than 2,000,000 shingles have ever been exported annually to Australia and they went practically all to Sydney. He found that it cost at the time he visited Australia, \$7.20 to cover a square of roof with galvanized iron; \$10.80 for tile and \$16.80 for shingles, which were then selling on Puget Sound at \$1.85 a thousand and freight was not over \$1.50 a thousand. Shingles were retailed at Sydney for \$9 a thousand which cost the dealer laid down \$5.50, and on which he obtained a profit of \$3.50. One reason that shingles are expensive to use in South Africa is that solid lumber sheathing has to be put under them there, and lumber sells for from \$60 to \$70 a thousand feet there.

Those regions were originally settled by English who were accustomed to tile roofs. He noticed, however, that in Australia with the advent of motor cars people are now living farther out in the suburbs, and the redwood manufacturers of California put up a sample bungalow of redwood partly sided with shingles, which was serving a good purpose in creating an interest in more comfortable and artistic homes. He spoke of the prejudice in that country against using water coming off of shingle roofs and also told of the great expense in laying shingle roofs, which, however, could eventually be overcome to some extent.

Mr. MacMillan was personally of the opinion that there would not be much of a demand in Europe for shingles for rebuilding after the war because of the large amount of demobilized labor that must be employed and would be put to work in making slate and other roofing. To develop an export shingle business would need an organized campaign and he was of the opinion that there are countries or States in this country that will use more shingles than could be sold in all the foreign countries of the world and that the same

effort and expense would get greater results in this country than in foreign markets in promoting a greater use of shingles.

Officers Elected by B. C. Lumbermen

A most successful and enjoyable banquet was held recently at the Hotel Vancouver, Vancouver, when a number of important matters were discussed by the B. C. Lumber and Shingle Association and the B. C. Loggers Association. Among the matters considered was that of the government orders for lumber, but no definite steps were decided on in the latter instance, the members deciding it was better to await positive information.

The election of officers for the two organizations has taken place, P. D. Roe, of Port Moody, having been elected president of the lumbermen, and N. S. Loughheed, of Port Haney, of the loggers.

The officers of the B. C. Lumber & Shingle Association for 1919 are: President, P. D. Roe; vice-presidents, E. C. Knight and F. R. Pendleton; Directors, J. D. McCormack, G. R. Hackett, L. A. Lewis, E. J. Palmer, A. L. Hendry and D. McLeod.

The officers of the B. C. Loggers' Association for 1919 are: President, N. S. Loughheed, Abernethy & Loughheed Limited, Port Haney; vice-president, F. C. Riley, Bloedel, Stewart & Welch, Limited; secretary, W. B. W. Armstrong; assistant-secretary, Geo. F. Rofe. Directors: T. A. Lamb, Lamb Lumber Co., Limited; G. G. Johnston, Capilano Lumber Co., Limited; M. D. Rector, International Timber Co.; L. H. Weber, Brooks-Scanlon-O'Brien Co., Limited; A. E. Munn, Gordon Development Co., Limited; J. M. Dempsey, Dempsey Logging Co., Limited; E. G. English, Nimpkish Lake Logging Co., Limited; F. R. Pendleton, Straits Lumber Co.; P. A. Wilson, Wilson-Brady Limited; J. R. McDonald, of P. B. Anderson.

Freight rates on regular steamships plying between Canada and the British Isles have dropped to \$1.50 per cubic foot. This announcement by shipping companies is accepted by Montreal shippers as indicating that in the next few months space will be seeking cargoes. The rates before the war were thirty cents per cubic foot.

Mr. Barclay Finds Coast Men Optimistic

L. D. Barclay, Toronto, manager of the Toronto office of the Canadian Western Lumber Company, Fraser Mills, B.C., returned recently from an extended visit to the Coast and to his parents in Edmonton. He goes west once a year to spend several weeks and get a line on the general outlook. Mr. Barclay reports that there is a distinct feeling of optimism prevailing throughout B. C., and that mill men are looking forward to a large export trade. An order of 100,000,000 feet for B. C. fir will be placed by the British Government just as soon as the transportation facilities are arranged. It is understood this consignment will be mostly for stock stuff and consists of boards, sheeting, flooring, ceiling, general house trim and small dimension which can be filled from the ordinary yard supplies. The prices named have been accepted by the British Timber Controller and the order will be filled as soon as the Admiralty provides the necessary ships. Mr. Barclay looks for prices on various lines to stiffen somewhat and says there is a brisk demand for shingles. Since the embargo was taken off them at the close of the war a lively market has developed across the border, and shingles, which have declined from 40c to 50c., are now commanding their regular figures. Fully 80 per cent. of the shingle mills are in operation.

P. J. McCormack, who has been associated with Mr. Barclay for the past two years and went west with him, will not return to Toronto. He is now with H. J. Mackin, assistant manager, and will have supervision of the sales department. During his residence in the east, Mr. McCormack, by his courtesy, geniality and attention to business, made numerous friends, who will wish him every success in his new sphere of activity.

National Association Will Meet in March

An important meeting of the Board of Trustees of the National Wholesale Lumber Dealers' Association, at which W. Gerard Power, of St. Pacome, P.Q., and Gordon C. Edwards, of Ottawa, were present, was held in New York on January 15th. Many matters of weight and interest were brought up and it was reported that the membership of the Association is to-day 455, which is the largest on record.

There was considerable discussion as to the time and place of holding the next annual meeting of the Association. Invitations were received from several cities and the trustees unanimously voted to meet in Philadelphia on Wednesday and Thursday, March 19th and 20th. This will be the twenty-seventh annual meeting of the Association and the growth of the organization indicates that the convention this year will be one of the most successful in the history of the Association.

Boom and Improvement Companies

Officers Elected for the Coming Year and Good Reports
Presented on the Past Season's Operations

The annual meetings of several organizations of Ontario lumber manufacturers operating in the Georgian Bay district were held in Toronto at the Queen's Hotel on January 15, 16 and 17, and considerable important business was transacted. Everything in connection with the business of the different concerns was reported to be satisfactory considering existing conditions, and the reports of the year's work revealed the excellent effects of cooperation in the matter of handling logs and in carrying out various improvements in driving and rafting.

The French River Boom Co., Limited, which handles all the logs

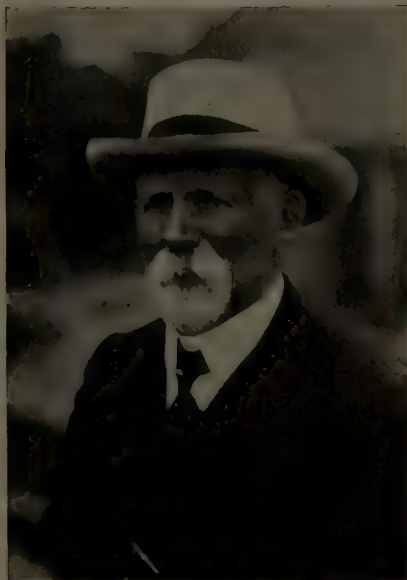
Hope Lumber Co., Thessalon; J. J. McFadden, McFadden and Malloy, Spragge, and W. E. Bigwood, Graves, Bigwood & Co., Byng Inlet.

The Spanish River Improvement Co., Limited, presented an interesting report on the improvements carried out on the Spanish river. The officers for 1919 are: President, W. F. Bigwood; vice-president, George R. Gray, Spanish River Pulp and Paper Mills, Sault Ste Marie; Secy.-Treas., Charles McCrear, M.L.A., Sudbury. The directors are W. J. Bell, J. J. McFadden and F. N. Waldie.

The Sable & Spanish Boom and Slide Co. of Algoma, Limited, which handle the logs out of the Spanish river, elected W. E. Bigwood, President, and W. J. Bell as Secretary-Treasurer. Directors, W. J. Bell, J. J. McFadden, George T. Jackson, Little Current Lumber Co., Little Current, and J. A. Ferguson, Spanish Mills Co., Massey.



F. N. Waldie, Toronto, Secy.-Treas.
Mississauga River Improvement Co.



W. J. Sheppard, Waubashene,
President, French River Boom Co.



W. J. Bell, Sudbury, Sec.-Treas. Sable and
Spanish Boom and Slide Co. of Algoma.



A. E. Beck, Thessalon, Member of Management
Committee, Log Picking Association.



W. E. Bigwood, Byng Inlet, President,
Spanish River Improvement Co., Ltd.



John R. Stover, Blind River, President,
Mississauga River Improvement Co., Ltd.

of the various owners coming down the French river to Georgian Bay, elected W. J. Sheppard of the Georgian Bay Lumber Co., Waubashene, as President, and W. F. Beck of the C. Beck Manufacturing Co., Penetanguishene as Secretary-Treasurer. The directors for the coming year are F. N. Waldie, of the Victoria Harbor Lumber Co., Victoria Harbor; Wm. Irwin, Peterborough; W. E. Bigwood, Graves Bigwood & Co., Byng Inlet; and W. J. Bell, Spanish Mills Co., Sudbury.

The Mississauga River Improvement Co., Limited, which handles the logs coming down the stream which bears this name and looks after all improvements, elected John R. Stover of Eddy Bros. and Co., Blind River, as President, and F. N. Waldie of the Victoria Harbor Lumber Co., as Sec.-Treas. The directors are C. N. Carney of the

The Log Picking Association, which operates on Georgian Bay, in the matter of the recovery of logs lost in the operation of towing rafts, etc., elected the following committee to look after its affairs during the coming year: W. J. Sheppard, Georgian Bay Lumber Co., Waubashene; F. N. Waldie, Victoria Harbor Lumber Co., Victoria Harbor; W. E. Bigwood, Graves, Bigwood & Co., Byng Inlet; E. Letherby, Chew Bros., Limited, Midland; C. N. Carney, Hope Lumber Co., Thessalon; W. J. Bell, Spanish Mills Co., Sudbury; J. J. McFadden, McFadden and Malloy, Spragge; A. E. Beck, C. Beck Manufacturing Co., Thessalon; George D. Jackson, Little Current Lumber Co., Little Current; H. H. Bishop, Bishop Lumber Co., Thessalon; J. R. Stover, Eddy Bros. & Co., Blind River; W. F. Beck, C. Beck Manufacturing Co., Penetanguishene.

Wanted & For Sale

PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 20 cents per agate line (14 agate lines make one inch). \$2.80 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 20th of each month to insure insertion in the subsequent issue.

Pine Slabs For Sale

For sale 1000 cords of soft pine slabs. Immediate delivery. Bishop Lumber Company, Nesterville, Ont. 3-4

Mill Cull for Prompt Shipment

1 in. and 2 in. No. 1 Mill Cull and No. 1 and No. 2 mill cull mixed for prompt shipment. Write for quotations. The Elgie & Jarvis Lumber Co., Ltd., 18 Toronto Street, Toronto, Ont. 2-3

Pulpwood For Sale

Ten thousand cords of pulpwood situated within 200 miles from Quebec city, and ten million ft. of spruce and hardwood lumber, winter cut. We can fill almost any order. Quotations will be finished on demand. Quebec Lumber Co., 98 St. Peter St., Quebec, P.Q. 4-4

Equipment For Sale

One P. Payette Co. lathe machine and boiler, lathe trimmer and sorting table, pulleys and belting. All in first class condition. Address Box 853, Canada Lumberman, Toronto, Ont. 3-6

Two Big Bargains

Berlin No. 90 High Speed Matcher, size 15 x 6; profiler attachment complete with matcher, also shiplap heads, also siding and V-coiling heads for profiler, first class condition. American No. 77 High Speed Matcher, size 15 x 6 in. Shimer Expansion Matcher Heads, Shimer Shiplap Heads 3-4 in., and American 1 in. or 2 in. Shiplap Heads. Condition first class. Box 850, Canada Lumberman, Toronto, Ont. 3-4

For Sale

1—17 x 24 Atlas Engine, with 36 in. x 10 ft. flywheel.
3—No. 94 Berlin Matchers, 15 in., fitted with hard steel knives on top and bottom cylinders—one pair shiplap, jointer and flooring heads with bits for each machine.
1—No. 182 Berlin Double Surfer, 30 in. x 6 in.
1—No. 199 Berlin Buzz Planer.
1—No. 290 Berlin Picket Header.

The Otis Staples Lumber Company, Ltd.,
1911. Wychville, B.C.

Wanted-Employees

Advertisements under this heading two cents a word per insertion. Minimum charge 50 cents.

STENOGRAPHER—Experienced, to do letters and billing neatly and accurately. Box 856, Canada Lumberman, Toronto, Ont. 3

ASSISTANT SALESMAN for Toronto retail yard—must be a hustler. State qualifications and salary to start. Box 858, Canada Lumberman, Toronto, Ont. 3

BOOKKEEPER with retail lumber experience, as assistant in Toronto office—Shorthand and Typewriting not necessary. Apply with copy of references and salary expected, to Box 857, Canada Lumberman, Toronto, Ont. 3

WANTED—TRAVELLING SALESMAN for Sash and Door Factory, with established trade in Ontario and points east. Require an experienced salesman who is thoroughly familiar with sash and door business, interior trim products, and general lumber trade. In applying state fully experience along these lines, if possible giving references. Any information given will be treated confidentially. If application warrants personal interview applicant will be advised accordingly. Apply to P. W. Gardiner & Son, 30 Harris St., Galt, Ont. 3

Wanted-Employment

Advertisements under this heading one cent a word per insertion. Box No. 10 cents extra. Minimum charge 25 cents.

WANTED POSITION AS DOUBLE CUT BAND SAW FILER. 25 years on Band and Circular Saws. Also all-round millwright. Last 12 years full charge of mill and filing. Can furnish best of references. Reason for changing seasons shortening. Box 849, Canada Lumberman, Toronto, Ont. 3-5

Wanted Position

BY AN ACCOUNTANT with ten years' experience in the lumber business, three years at large mill, balance in wholesale and retail. At present employed as Secretary-Treasurer. Able to take full charge. Box No. 252, Canada Lumberman, 119 Board of Trade Bldg., Montreal. 1-3

EXPERIENCED SHIPPER, 36, desires position. 10 years with prominent English importers. Will go East or West. Best references. C. Benson, Dunnville, Ont. 3

WANTED POSITION BY FIRST CLASS BAND SAW FILER, 20 years' experience; can furnish first class reference. Box 836, Canada Lumberman, Toronto, Ont. 2-8

WANTED POSITION BY PRACTICAL LUMBERMAN; fifteen years' experience in all branches. Last ten years Sales Manager for large Canadian company. Box 785, Canada Lumberman, Toronto. 18-tf.

WANTED POSITION AS MILL SUPERINTENDENT by first class man. Can get results. 20 years' experience. Can start first February. Box 837, Canada Lumberman, Toronto, Ont. 2-8

LUMBER INSPECTOR, experienced in Hardwoods, Hemlock and Spruce, desires position as Shipper or Yard Superintendent. Satisfactory references furnished. Address Box No. 854, Canada Lumberman, Toronto, Ont. 3-4

POSITION WANTED WITH LUMBER COMPANY by competent accountant with ten years' practical experience in lumber business. Thoroughly experienced in both clerical and outside work. Apply Box 852, Canada Lumberman, Toronto, Ont. 3

ADVERTISER WITH 25 YEARS' EXPERIENCE, erecting and care of sawmill and woodworking machinery open for employment. Would make yearly contract with manufacturer to go abroad. Box 840, Canada Lumberman, Toronto, Ont. 3-4

By practical sawmill foreman or superintendent, thoroughly understands repairing and operating and can give results; have had experience in Georgian Bay and North Shore mills, both band and gang. No mill too large. Box No. 840, Canada Lumberman, Toronto, Ontario. 2-3

Business Chances

For Sale

Building and Machinery of good Double Cut Band Sawmill, well equipped with steam feed, canter, loaders, etc.
If you want a good mill, address Box 762, Canada Lumberman, Toronto, Ont. 15-tf.

Ships Knees

We are open to make contracts for delivery during winter and spring of all sizes Spruce and Juniper Knees; 5 inch to 12 inch. For further particulars, apply,
Musgrave & Co., Ltd.,
Eastern Trust Building,
Halifax, N.S. 24-3

For Sale—Valuable Saw Mill

Stave and heading plant in eastern North Carolina, accessible to both pine and gum timber, water and rail transportation, brick dry kilns and all other appointments of a first-class property. Stave and heading machinery recently newly installed. Address,
"STAVES & LUMBER," Box 167, Burgaw, North Carolina. 1-4

Agency Wanted

Gentleman living in South Wales, Great Britain, with a large pit prop and colliery timber connection, wishes to act as distributing agent for a lumber merchant or exporter in Newfoundland or elsewhere, and would also purchase loads of pit props cut to specification. Advertiser would come over and interview merchants anxious to do business. J. Griffith Jones, Colliery Timber Merchant, Llanelli, S. Wales, Great Britain. 1-4

Wanted-Lumber

Hemlock Wanted

Block of dry No. 1 and No. 2 Hemlock. Write the Elgie & Jarvis Lumber Co., Ltd., 18 Toronto St., Toronto, Ont. 2-3

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-tf.

Hemlock Wanted

Peeled Hemlock pulpwood, 4 ft. lengths; state quantity and price, f.o.b. cars your siding. Box 845, Canada Lumberman, Toronto, Ont. 3

Pine Shorts Wanted

From 300,000 to half a million feet, of shorts from 12 in. to 72 in. in length, and any width. Can use White, Red, or Jack Pine, and Spruce. What can you offer, either dry or green? Box 851, Canada Lumberman, Toronto, Ont. 3

2000 Cords Pulpwood Wanted

Am open to buy all kinds of pulpwood F.O.B. Cars. State lowest price with point of loading. Advance furnished. Box 841, Canada Lumberman, Toronto, Ontario. 2-5

For Sale-Lumber

Shavings For Sale

Baled Shavings, car loads and small lots.
The Boake Manufacturing Co., Ltd.,
2-5 Toronto, Ont.

Hemlock and Birch For Sale

2 cars of 2 x 6 Hemlock, dry.
1 car of 1 x 7 and wider dry Birch, Com.
Peterborough Canoe Co., Ltd.,
2-5 Peterborough, Ont.

Lumber For Sale

Two cars 4 x 4 Maple Boxed Hearts.
One car 5 x 5 Maple Boxed Hearts.
One car 6 x 6 Maple Boxed Hearts.
Seven cars Fir Doors.
Three cars Fir Columns.

GEO. C. GOODFELLOW,
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Wanted-Machinery

Equipment Wanted

Good second-hand box matcher, pony planer, and open back nailing machine wanted. Apply to Fletcher Pulp and Lumber Co., Ltd., Sherbrooke, Que. 3

For Sale-Machinery

Jenckes Corliss Engine For Sale

One second-hand Jenckes Corliss Engine, 12 in. x 30 in. cut. Description and price on application to

Canadian Ingersoll-Rand Company, Ltd.,
2-tf. Toronto, Ont.

Locomotive For Sale

Fifty-ton standard gauge Climax geared locomotive in first class shape. Immediate delivery. Box 827, Canada Lumberman, Toronto, Ont. 3

Equipment For Sale

1 MacGregor-Gourlay double head tenoner.
1 Mattison variety lathe, 24 in.
1 pony planer, 24 in.
1 elbow sander.
2 Reynolds screw drivers, No. 2.
1 15 H.P. C.G.E. motor, 220 volt.
1 50 H.P. C.G.E. motor, 550 volt.
1 35 in. Sturtevant fan.

Peterborough Canoe Co., Ltd.,
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Equipment For Sale

1 Portable Saw Mill, fully equipped with Trimmer, 3 saw Edger, Jack and slush chains.
1 J. I. Case Co. Traction Engine.
1 Twenty-five foot Towing Boat, with 12 H.P. gasoline engine.
A quantity of light steel rail, 8 x 12 lb.
23 sets logging sleighs.
2 Water Tanks.
1 Patent Snowplow.
3 teams heavy horses, and other logging equipment.

This outfit can be seen in operation at No. 1, Ont., after January 20th, and possession given March 1st, 1919. Will sell separately or collectively.

The Ontario Bark Company, Limited,
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MILL AND LIMITS FOR SALE in New Ontario.
Would sell outright or half interest.
Excellent opportunity for a lumberman.
Reason for selling, short of capital. A fortune awaiting the right man.

Address, J
Apartment 3 A,
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For Sale—Timber Limits

About 1600 acres, mostly Hardwood, in Haliburton County; partly cut. About 200 M. ft. on skids. Also Saw Mill in connection, situated on edge of Limit. Capacity about 20 M. ft. per 10 hours. In perfect running order; and large 4 sided Matcher fitted up in running order. This is an A1 Machine. Also Horses, Sleighs, and all equipment.
Purchaser could have immediate possession.
Owner retiring from the business.
Apply Box 855, Canada Lumberman, Toronto, Ont.

In order to close Estate in Town of 3,000 population in Province of Quebec on G.T.R. Factory now making Sash and Doors, House Trim, etc., 125 Horse Water Power, Dry Kilns, etc., is for sale or would consider organizing stock company with party having some capital capable of managing the business, or plant could easily be converted into Handle and Woodware factory. Unlimited supply of birch, maple, and beech lumber in vicinity. Party with capital thoroughly understanding the manufacturing and marketing of these lines would be offered an attractive proposition.

Interested parties address Box No. 844, Canada Lumberman, Toronto, Ont.

Big Pine Property For Sale

Eastern associates, for business reasons, will sell their Western timber holdings and mill.

Plant now operating

Annual capacity, 30 million feet.

Product firmly established in extensive markets.

32,000 acres Western Soft Pine Timber.

500 million feet tributary to mill.

Exceptional opportunity with moderate cash investment.

Principals only.

For full particulars, address Box 421, Canada Lumberman, Winch Building, Vancouver, B.C.

Miscellaneous



Tenders for Timber on Lower French River Indian Reserve

Sealed tenders addressed to the undersigned and marked on the envelope "Tender for Lower French Timber," will be received until noon of Wednesday, the 26th day of February, 1919, for the merchantable Basswood, Elm and Birch timber on the Lower French River Indian Reserve, in the district of Parry Sound, in the Province of Ontario.

Tenderers should state the amount of cash bonus they are prepared to pay for the timber over and above Crown dues payable under sworn returns furnished by a licensed culler. An accepted cheque on any Canadian chartered bank for ten per cent. of the bonus tendered should accompany each tender, the balance of the bonus to be paid within thirty days from date of notification of acceptance of tender.

An annual license will be granted to the successful tenderer, and five years will be allowed for the removal of the timber under the regulations of the Department.

Any further information desired may be obtained upon application to the undersigned, or to Alexander Logan, Indian Superintendent at Parry Sound.

The unauthorized publication of this advertisement will not be paid for.

DUNCAN C. SCOTT,

Deputy Superintendent General
of Indian Affairs.

Department of Indian Affairs,
Ottawa, January 17, 1919.

Coolidge & Carlisle

Forest Engineers

Timber Estimates and Maps

Plans for Logging Operations

Bangor, Maine

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Veterinary Wonder Remedies

10,000 one dollar (\$1.00) bottles Free to horsemen who give the Wonder a fair trial. Guaranteed for Colic, Inflammation of the Lungs, Bowels, Kidneys, Fevers, Distemper, etc. Send 25c for Mailing Package, etc. Agents wanted. Write your address plainly. DR. BELL, V.S., Kingston, Ont.

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347 Adelaide St. W., TORONTO

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The Lake Superior Corporation and Algoma Eastern Railway Company are open to negotiate for the disposal of certain lands

Approximately 682,000 Acres

situated for the most part in that section of Northern Ontario known as the Clay Belt, and comprising the Townships of Storey, Langemarck, Dowsley, Nassau, Shetland, Staunton, Orkney, Magladery, Caithness, Rykert, Doherty, Whigham, Coppel, Newton, Dale, McOwen, Frater.

The lands in question are accessible to the Algoma Central, Trans-Continental, Canadian Northern, and Canadian Pacific Railways, and should be of particular interest to pulp and paper makers, also to settlers, in view of their agricultural possibilities.

General information will be furnished and plans exhibited at the office of Mr. Alex. Taylor, secretary of the Lake Superior Corporation, 1428 Bank of Hamilton Building, Toronto, or at the office of Mr. G. A. Montgomery, vice-president of the Algoma Eastern Railway Company, Sault Ste. Marie, Ont.

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We have a large quantity of Second-Hand Rubber and Leather Belting in all sizes and plys up to 24 inches in width, which we can sell at interesting prices. Send us your requirements.

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WIRE For TYING, BUNDLING
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Prices are very attractive

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LUMBER CO.

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Review of Current Trade Conditions

Ontario and the East

In a general way trade is quiet at the present time and retail dealers are not buying very much lumber or other building supplies except for immediate use. While considerable discussion is heard with respect to building operations there is one thing to be remembered, and that is, large structural projects do not take definite shape until about the middle of March. There are a number of enquiries being received from contractors and housing companies, but just how many of these will materialize remains to be seen. Those who are disposed to take a conservative view of the situation, believe that the amount of building to be done this year, in conjunction with long neglected repairs and renovations will result in a bigger turnover than in any period since the war. Some house owners, warehouse men and manufacturers may still be holding aloof in the hope that lumber will fall in price, but all economic and administrative points of view demonstrate that there is little foundation for the expressed hope. It is costing much more to get out the timber this year than it did last. One leading firm states that lumber will cost at least \$2 a thousand more than it did in 1917-18 from all the reports that it can gather. Others place the amount as high as \$5.

The mild weather of January did not help logging operations as the roads were impassible, owing to the wet ground and frequent thaws, streams in many cases were not frozen over and hauling the logs was impossible. The warm days caused the lumbermen many anxious moments. The month was the balmiest in many winters which was very welcome to the consumer of fuel, but not at all pleasing to the lumber manufacturer, who sought to catch up in his cut and get out as large a quantity of timber as possible. Owing to the decreased cut of last year and the promising increased demand in 1919—which will, in all likelihood result this season—due principally to the large export business certain firms have felt that they could put on a little more sail, so to speak, and push production to the highest possible point, considering the labor handicap in the early fall.

There is on the whole a quiet confidence prevailing in the trade and at a representative meeting of Ontario lumbermen, held in Toronto, when it was decided to send a delegate abroad in the interests of bigger business, not a discouraging note was heard. Everyone expressed the belief that everything was going to turn out all right in 1919 and the year would see as large a production as did 1918 if weather conditions enable the operators to get out the material. Labor is plentiful at the present time, the number of enquiries is encouraging and so far as the average onlooker can discern, while business may not unfold as rapidly as some ardent exponents expect, still the volume is bound to come. It may be slow in starting, but once on the way it will gather speed and force. There is no disposition to cut prices on the part of the larger firms and the fact that it is now three months since the European chaos has terminated and generally values have held, should prove conclusively that everything is going to come along all right and is basically sound. Any hesitation or caution that may be evidenced at the present time should not be interpreted as want of confidence or a sign of weakness. On the contrary such manifestations are only the natural development of the large economic readjustment through which Canada is passing after the displacement of regular business and market facilities during the last four years. Naturally if a perceptible check has been experienced, it need not create any surprise or prove an indication that something is wrong fundamentally. There need be no apprehension about the future if the trade stand firm and face conditions for the next few months as quietly, calmly and confidently as they have been shown during the month just closed.

Great Britain.

The market for hardwoods remains firm, and there is a considerable amount of activity owing to the Government holdings being offered round the market by the brokers. As the restrictions on private trading have been removed there will doubtless be considerably more competition to secure suitable parcels of American oak, red gum, etc.

In regard to native grown timber the market is generally firm with a fairly good demand. All kinds of home-grown woods are in request, and there are considerably brighter prospects for trade when business begins to settle down after the holidays. As it is likely to be some time before any large quantities of American woods reach

this market, there is every reason to believe that the demand for native timber will continue strong.

The relaxation of the Control regulations has afforded a great sense of relief to the trade. The powers of the Timber Controller may now be enumerated as follows:

- (1) Permission is still required to purchase abroad.
- (2) Maximum prices for home and imported timber remain in force.
- (3) The Pitwood Order fixing areas of supply and maximum prices of pitwood continues to apply.

In plywoods the market has been in rather a "jumpy" state lately, though matters will probably right themselves very shortly. The quantity of plywood in the country is not excessive, and there will probably be a very fair demand for the wood later on for furniture making. The manufacture of furniture has been practically at a standstill for some long time, so there is plenty of work to be made up here. The stocks of plywood available in the country will come in very useful for the purpose, as in furniture making large quantities of this wood are utilized.

There has been a fair demand for South Wales mining timber, and although the imports from France were not so heavy, still collieries were well supplied. Most collieries had good stocks on hand, and were, therefore, in a position to withstand the curtailed deliveries. There was a fair amount of Irish wood received, but the total quantity was not so heavy as was the case during the past few weeks. Deliveries of wood from the adjacent counties has been slow owing to the inclement weather experienced.

The shortage of tonnage continues to be very severe, though when the Government sets free some of the boats that are at present being used for other work the situation should be much relieved. For the transport of troops alone a very large number of tramp steamers are being used. Many of these will shortly be available, owing to the launching of new boats, which is going on every day. Standardized ships are appearing in gradually increasing numbers, and these boats are making all the difference to the freight question. The Canadian shipyards, too, says an exchange, have lately been turning out many new wooden steamers; and although they are mostly of small carrying capacity they will come in most useful in these times. It is gratifying to know, too, that nearly all these Canadian-built boats are being used for timber-carrying. This is very satisfactory, so far as the wood trade is concerned. Other steamers will also probably be given over for the carrying of wood cargoes, though all, of course, will be under the control of the Ministry of Shipping.

United States.

While there are no outstanding features and trade is comparatively quiet, it is the general belief as spring approaches there will be a great deal more business offering. The general condition of the market will depend very largely on export. It is felt that lumber prices will not fall. It could be supposed that the fact that prices for lumber for a multitude of reasons will not and can not come down from its present far from unreasonable levels, for years perhaps, by this time would be universally recognized; but apparently there still are vast numbers of would-be home builders, architects, contractors, even lumber retailers, and other consumers, who believe a decline in lumber prices imminent and who therefore judge it as their duty toward themselves to stay off the market a little longer, until then. The trouble with these people is that they are not properly informed as to the underlying factors that will determine the trend of future lumber prices. They need to be educated on this point, and quickly. The needs of the country are such as to demand a large construction programme, to be started and completed as soon as physically possible. At the "Readjustment congress," recently held in Houston, Tex., an idea was advanced that advertising would start people building. That seems the real solution to the problem. It would have immeasurably valuable results would the dealer when speaking to the people through his advertisements in the community newspaper point out to them the reasons why lumber though higher is likely to go still higher, and why lumber prices can not come down to anywhere near pre-war levels perhaps for years to come, and why, therefore, the wise man builds now.

A further increase in the demand for hardwoods, of practically all the commercial varieties, and in the number of inquiries received is reported from nearly all points in the hardwood belt. It is apparent



View of Mills in Sarnia.

BUY THE BEST

Retailers and woodworking establishments who like to get A1 NORWAY and WHITE PINE LUMBER always buy their stocks from us because we can ship them on quick notice. It pays to have the goods, but it pays better to "deliver" them.

We also make a specialty of heavy timbers cut to order any length up to 60 feet from Pine or B. C. Fir.

"Rush Orders Rushed"

Cleveland-Sarnia Sawmills Co., Limited

SARNIA, ONTARIO

B. P. BOLE, Pres. F. H. GOFF, Vice-Pres. E. C. BARRE, Gen. Mgr. W. A. SAURWEIN, Ass't. Mgr.

that a steady though perhaps gradual improvement in the hardwood trade from now on can be expected. Building operations begin to expand, and this is reflected in a heavier call for flooring, ceiling, siding and interior trim. Box interests are actively on the market, taking all offerings of low grade cottonwood and gum. Automobile manufacturers are buying heavily, gathering in all the material possible in preparation for a heavy production of pleasure cars and trucks during the year. Furniture interests also, though as yet uninformed as to the coming season's styles and therefore not yet seriously on the market, are working a little more freely and are purchasing now and then. The export trade is expected to materialize soon into a strong factor, and many manufacturers profess not to see how, with a tremendous domestic demand also awaited, both can satisfactorily be handled. But despite all this there still are buyers who try to force down prices by staying off the market except for hand-to-mouth

requirements; but they meet with little if any success. The manufacturers have too much confidence in the future to consider giving up their fight for fair prices and profits now.

Conditions in the southern pine industry are sound and are rapidly returning to normal, all reports agree. Domestic inquiries and orders continue to come in, in a constantly growing volume as a matter of fact; and some manufacturing centers claim that their mills actually have more than they can do. And this in face of a huge export demand that everything indicates will soon develop. Doubt has been expressed if, when this business materializes, the industry will be capable of satisfactorily meeting all demands that will be made upon it. Under these conditions prices naturally hold very strong, and there remains only one guess as to their future trend. Most of the business at present transacted apparently is direct-with-the-mill trade from industrial and railroad sources.

Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD**

St. John Manufacturers are Moving Some Stocks

The outlook for sales to the British Government of deals from St. John is more promising. The manufacturers feel there is a possibility of getting rid of the old stocks which they have on hand and were sawn in 1918, and probably the new stocks to be sawn in 1919. A few sales of some 20 million feet have been put through during the last two weeks. While the prices are not all that can be asked for, still they are fair for some classes of logs which, in certain cases, are not costing as much as others. Logs that are being cut near the city and have no long drive or expensive rafting to bear, can be sawn up and the manufactured lumber sold much cheaper than the logs which have a long expensive drive from Maine and Quebec coming over the St. John. The present prices being offered by the Munition Board in England do not warrant selling the highest price log lumber, as it will not pay the cost of logs, plus the expense of manufacturing. Deals are being sold at or around \$35 per M. on wharves at St. John. Country sawn rotary deals are bringing around \$30 per M. delivered in St. John, but very few are wanted, as the buyers desire city cut well-sawn deals. The rotary-cut deals are usually inferior both as to size of log and to manufacturer. Stocks of pine boards are bringing fair prices and very little is to be had.

The local building market is not good and factory work is getting scarce. The present prospects are not bright and what the future has in store is quite a conundrum, which no one as yet can answer.

Work in the woods is going on in fine shape and at present writing the hauling is good. Should conditions remain as at present all operations will be able to get their logs to the river banks.

Laths, shingles and short stocks are in poor demand. The mills at St. John are all idle, undergoing their usual winter's repairs. Labor is more plentiful and all men needed for the woods are now available.

Montreal Outlook is Regarded as Encouraging

Trade in Montreal is quiet, and in no department is there any business worth mentioning. For all that, there are expectations of better things; these may not materialize for a couple of months, but with the opening of spring, wholesalers look for an appreciable all-round improvement, especially if the British orders come along.

From the local point of view, the outlook is encouraging. Architects state that they have a considerable amount of work in hand, and there are also many projects held over from the war period. How far this work will be carried out depends to a certain extent on a reduction in prices of material. Already certain classes of material are cheaper. As to labour, the supply is now more abundant, but wages for skilled men in the construction trade are still high, and are likely to continue so until the cost of living is lower.

Wholesalers state that prices asked by the mills in the province are stiff, and that further East the quotations are away ahead of last season—"crazy" one wholesaler termed them, but of course this all depends upon whether a firm is a buyer or seller.

Inquiries from the United States have picked up slightly.

Reports from several points in the province show that conditions are against large cut. Apart from the difficulty of securing labor in the early part of the season, the influenza epidemic hampered woods operations. On top of this, the fall of snow in many districts is very small, thus making it difficult to adequately deal with hauling. Labor, for the woods and manufacturing, however, is more

plentiful, but it comes too late to be of any substantial value to lumbermen. Wages, too, are reported to be on the down grade.

The pulpwood situation continues good. The demand is fair, with prices firm. American and Canadian mills are heavily stocked, having bought freely last year. The conditions are against any large supplies for the present season, owing to operations being handicapped by want of men and climatic conditions.

Ottawa Reports Business Generally Quiet

A very quiet two weeks so far as sales were concerned featured. For the whole month sales and business generally never got within striking distance of the "peak" of the upward curve.

Orders were slow, shipments few, and inquiries were only fair. These adverse indications are more or less noticeable every year about this time, but the opinion generally had an inclination that the symptoms of dull business were more pronounced than with a corresponding period a year ago. The signs of depression mentioned above must not be taken to mean that the bottom has fallen out of things. Quite the contrary was the case. The market for the whole month remained just as firm as to price as it had been. There was simply very little business going on.

Looking ahead and anticipating the future the lumbermen on the whole were a long way from being discouraged. Brighter and better times and conditions they asserted were bound to come, with the natural re-opening of the export trade, following the cessation of war.

Some expected the export trade to open up as early as April, while others did not think that much would be done in the line of sales until the latter part of March. Just where stocks are and what is going to be done with them as to price or selling in big blocks was a matter of some concern.

The wholesalers were buying practically from hand to mouth in a slow period. On the other hand it was reported the manufacturers were not breaking their necks to get rid of any standard stocks they had at a decrease in price. If the wholesalers had to have the stock he usually put up the amount asked or went without.

All retail lines were decidedly slow. The outward signs appeared to be that the manufacturers were not going to cut any prices on the present held stock, believing that with the opening of export that present prices would at least command present levels, if they did not go higher. Consequently it appeared to be a case of sitting tight all around.

Two of the biggest factors in making the trade slower at this season, as compared with last year, was the cessation of the shell box industry and the practical non-continuance of orders going to the United States for war purposes. Transportation and embargoes rather than an abundance of orders, worried the trade last year, but now the reverse reflects the situation—lots of cars, few embargoes—but orders and shipments curtailed.

Taking reports of representative interests all around the conclusion seemed to be that the period of "readjustment" was actually beginning to be felt as between war and peace-time demands. Orders hardly reflected the situation properly, and there seemed to be a deeper feeling to the effect that lumber manufactured and produced at high costs must necessarily be disposed of at some profit at least, if operators were not going to suffer. This, while a theoretical explanation, might easily be the actual one, as lumber was one of the last commodities to advance in price after the war began, and owing

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Though far away from cows and milkmen your men can enjoy the flavor and food value of genuine separated milk every day. A supply of Klim is all that is needed. Klim is in powder form ready to be mixed **dry** with flour, sugar etc. in baking and cooking. Whip into water for use as liquid, it makes a delicious nourishing, natural-flavored milk drink. Klim is not boiled nor cooked, the "life" of the milk is not impaired, and the flavor is unchanged.

Klim is economical. Costs less than any other form of milk, cheaper to ship, bulks smaller, weighs less, no waste, will not freeze or sour.

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Give us an opportunity of showing what our organization can do in delivering Fresh and Attractive Meats to you at your Chef's command

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to the nature of the operations—supplying of camps, labor, wages, etc., should correspondingly be one of the last to go down.

The whole issue seemed to be that if the price of lumber kept up, there were going to be fewer buyers and less building operations go on. On the other hand, with the opening of export any fancied surplus of stocks would be removed and demand and supply would draw closer together. In other words it seemed the high cost of production, owing to war conditions, would be ultimately passed on.

With perhaps one exception the woodworking factories were much worse off than a year ago. Some were reported to actually be running at a loss. Operations were curtailed to eight hours, though the scale of wages was not cut. Factory labor was plentiful. The wages of labor, both in the factories and the sawmills, according to reports, will be at a lower scale next season. One operator stated that the expectation was that the general wage for sawmill labor would eventually decline. All building grades (except for repairs), sash and door, shingles and lath, remained slow.

Big Increase Shown in Lumber Exports

A report from Parrsboro, N.S., shows that during the past year 18,651,176 feet (sup.) of boards, deals, planks and scantling were exported to the United States, valued at 438,416.71. The shipments of deals and other lumber to South Africa and elsewhere amounted to 2,642,899 feet, valued at \$84,609.84, making a grand total of 21,294,075 feet valued at \$523,026.55. This is a big advance over 1917, when the total shipments of the same kinds of lumber amounted to 10,001,909 sup. feet, valued at 177,656.95. The exports of piling during the year aggregated 13,404 pieces, valued at \$33,088.00. The figures last year showed 9,605 pieces valued at \$21,652.50. In laths there was a large falling off the total exports being 4,228,000, valued at \$10,810.55, while in 1917 the total reached 7,058,700, valued at \$21,653.75.

How Sitka Spruce Operations Were Conducted

D. M. Hatt, M. A., secretary of the Y.M.C.A. at Moresby Island, B.C., Administration Camp of the department of aeronautical supplies of the Imperial Munitions Board, at Thurston Harbor, Queen Charlotte Islands, who returned to Vancouver when the camps were closed down recently, tells an interesting story of the spruce industry on the Queen Charlottes. Mr. Hatt went up to the Islands in June last year and established Y.M.C.A. headquarters at Moresby Island.

Sitka spruce, which is light and tough and of a fine grain, was cut on the islands for the making of aeroplanes. The ordinary spruce is of a fine grain, but has not the combined qualities of the Sitka spruce, and therefore the latter variety was the only spruce cut. The department of aeronautical supplies of the Imperial Munitions Board let contracts for the cutting of this spruce, the contractors being guaranteed a year's returns for one year, while the expense of placing the mills and camps was also paid by the department.

Two groups of camps were built, one at Masset Inlet, which contained 24 camps besides the ordinary hand-loggers. The other group of camps was at Moresby Island. The Board built a headquarters camp at Thurston Harbor. These camps were established as close to the water as possible. Camps were chiefly on Skidegate Inlet, Cumshewa, Selwyn, Atli Inlets and Sedgwick Bay. The logs were placed in the water and towed to the booming grounds at Thurston Bay. At Thurston Bay large rafts containing 500,000 to 600,000 feet were towed by ocean-going tugs to Prince Rupert, Georgetown, and Swanson Bay, where they were cut by the mills. This was a dangerous practice and during the winter three large Davis rafts, valued at \$35,000 each, were lost owing to rough weather. The Imperial Munitions Board then decided to requisition the sawmill at Buckley Bay and other small mills, one being at Queen Charlotte City, one at Thurston Harbor and one at Cumshewa. Just when these mills were ready to begin sawing the spruce the armistice was signed, and there was no further use for them. Only one mill was running at the time the armistice was signed. The others would have been ready to start within a few days.

The Moresby Island camp had felled 30,000,000 feet at the time of the signing of the armistice, while the other camps had about the same amount.

Organizations of an export combination under the Webb Law under the auspices of the Southern Pine Association is reported to be practically complete. The combination will probably be known as the American Pitch Pine Export Company. The understanding is that approximately 50 mills with a productive capacity for export purposes estimated at about 4,000,000 board feet will be represented.

Retailers Confident Regarding Future

More Representative Lumber Merchants Review Conditions of Past Year and Prospects for 1919

J. R. Eaton & Sons Ltd. of Orillia, Ont., state that during the past three years they have found trade conditions somewhat trying from their standpoint. With the gradual advance in the cost of lumber and wages, and the steady decrease in the amount of building, it has been rather difficult to secure at all times the price which the firm feel their lines should command. During the year the labor situation grew more acute and they found they had to increase wages from time to time and, with higher wages, the lower the efficiency.

The company add:—"In reference to the outlook for 1919, we would say that new work is rather slow in coming out, but under former conditions we have always found that in our particular line the months of January, and February are quiet. The small amount of work under construction last year, and added to this the cessation of hostilities early in November, had the tendency if anything, to make December below that we would have experienced under normal conditions.

Stocks are very slow, but at present while very little stock is moving there is very little if any tendency towards lower prices. In fact, we cannot see how the prices can be reduced on this year's cut. The cost of getting out the lumber was practically all fixed before the signing of the armistice; therefore it now appears that the only possible saving there can be on this season's cut is that which may be affected in the handling of the stock at the mills. This would at present appear to be so small as to not be worthy of consideration.

We cannot expect much new work for the next few months as it will take some little time for the building trade to even become partly readjusted, but we feel that the future is full of good prospects. The planing mill and lumbermen came through the war period much better than they anticipated and since we came through the greater struggle so well, we have every confidence that we will come through the readjustment period equally as well.

Jas. Matthews, of Orangeville, Ont., chairman of the new district association No. 6 of the O.R.L.D.A., reports that business with him was very fair during his past season. Most of the work consisted of small jobs and repairs, but on the whole the outcome was satisfactory. The Dad Knitting Company, of Orangeville, erected an addition to their mill 54 x 75 — four storeys high. This was the largest job which Mr. Matthews secured. He states that the prospects for 1919 are not as bright as they might be, as there appears to exist a general feeling that prices should come down, although there does not appear much prospect in that direction at present. Payments are coming in very good, but Mr. Matthews reports that there are always a few slow ones who require "jogging up."

H. J. Hall & Son, of Kitchener, Ont., say that the only buildings done in that city to amount to anything in the past year, were several factory additions. Although it is yet too early to comment on the outlook for 1919, they are looking forward to better business than the last four years has witnessed.

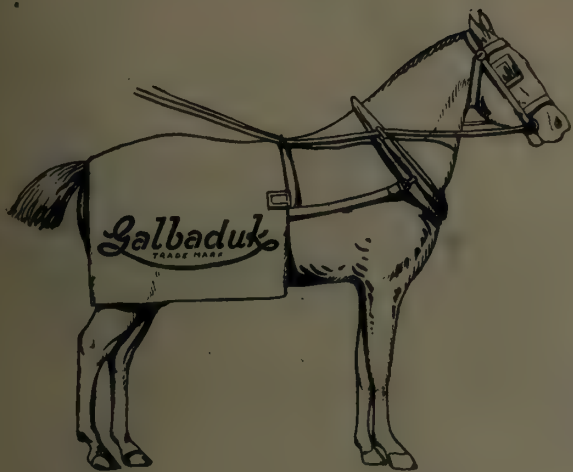
Has Built New Saw Mill at Lion's Head

Charles Pedwell, of McVicar, Ont., is erecting a new sawmill at Lion's Head, which will be running early in February. The mill has the usual machinery contained in a small circular mill with gunshot feed, carriage, double edgers, trimmers, butting saws, etc. Mr. Pedwell's mill at McVicar will also run next summer cutting a fair quantity of stock. He has three camps in the woods this season. The mild weather has not upset his operations to any extent as the camps only started about December 15th and cutting and skidding will be carried on all winter. A recent light snowfall has been of considerable help. In the past three years Mr. Pedwell has been compelled to curtail production, owing to the large number of his men who went overseas, only a few of the old crew remaining. With the return of the boys from the front Mr. Pedwell expects to carry on operations more extensively.

The War Badger was launched from the decks of the British American Shipbuilding Company, Welland, Ont., the ceremony being witnessed by thousands of citizens. Construction of the vessel was started in May last. She is of 3,500 tonnage, being 261 feet long, 43 feet beam. She will be ready for ocean service early this spring. The boat was christened by Mrs. H. E. Davidson, wife of one of the directors of the British American Shipbuilding Company, which built the War Badger. A sister ship, the War Weasel, was launched early last fall and is rapidly nearing completion. Two more ships 320 feet long are being built by this company in Welland.

Galbaduk

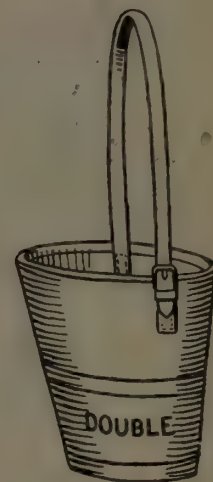
TRADE MARK



A positively waterproof fabric, manufactured by us especially for

Horse Covers Tarpaulins
Stock Covers Waggon Covers

or for any purpose when a waterproof covering is required.



Samples and Booklet with Prices Ready for Mailing

—Your Address Please—

WOODS MANUFACTURING CO., Limited
OTTAWA

Boilers in Stock

2—72" x 18' H.R.T. Boilers, 125 lbs. W.P., Ontario Code.

2—54" x 14' H.R.T. Boilers, 125 lbs. W.P., Ontario Code.

VERTICAL TYPE

1—30 H.P., Ontario Code.

1—25 H.P., Ontario Code.

2—20 H.P., Ontario Code.

Subject to Prior Sale

LOCOMOTIVE TYPE

1—50 H.P., Standard Inspection.

1—30 H.P., Standard Inspection.

1—20 H.P., Standard Inspection.

1—9" x 12" Double Cylinder, Jenckes Cableway Hoist, complete with carriage, cable, sheaves, etc.

1—Open Top Tank, 10' long x 2' deep x 3' wide 1/4" plate.

1—Concrete Bucket, 24" x 24" x 30" deep with open bottom.

We Manufacture :—

Marine, Horizontal Tubular, Vertical Tubular, and Locomotive Type Boilers
also Smoke Stacks, Breechings, Tanks, Penstocks and
CASTINGS up to 15 tons

Send us your inquiries.

Engineering & Machine Works of Canada, Limited

Formerly St. Catharines Works of
The Jenckes Machine Company, Ltd.

Works and Head Office:
St. Catharines, Ont.

Eastern Sales Office:
Hall Machinery Co., Sherbrooke, Que.

Hamilton Lumber Firm Opens New Branch



Wm. M. Findlay,
Hamilton, Ont.

Wm. M. Findlay, who for the past five years has been on the staff of the Long Lumber Company, Hamilton, Ont., covering all parts of Western Ontario and the Niagara peninsula in the interests of the firm, has taken up his residence in Toronto, as manager of the branch which the Long Lumber Company has opened in the city, at 25 Toronto Street, corner of Adelaide Street. Mr. Findlay is well and worthily known to the trade and for a number of years previous to joining the Long Lumber Company was a successful contractor in the Ambitious City, where he served twelve years as a member of the city council and was Chairman of the Board of Works for two terms. He was the first man to introduce the laying of tar macadam roadways in Ontario. Mr. Findlay knows the

lumber business from both the buying and selling ends and his firm handles all kinds of soft and hard woods, B. C. forest products, timbers, ties, shingles, lath, etc.

Lieut. Roy C. Anderson, who was formerly manager of the Consumers' Lumber Company, Hamilton (which is the retail branch of the Long Lumber Company), has returned from overseas service and assumed the duties of Mr. Findlay. Lieut. Anderson was in the Mechanical Transport Division for a considerable time at Camp Borden and later was with one of the tank battalions. He is a brother-in-law of Guy H. Long.

Shipbuilding in the East Likely to Continue

Several large schooners—two of them four-masters—were launched in the vicinity of Parrsboro, N.S., in the latter part of December, but several others that were to have been put afloat last year, were held up by rainy weather and scarcity of labor. However, the mild weather of the last three or four weeks has favored the builders, and some of them have undoubtedly done all they possibly could to make up for lost time. One of the first vessels to leave a Nova Scotia shipyard this year, and perhaps the very first, was a tern schooner of 400 tons register, which was launched at Hantsport on the 2nd instant. Another of 391 tons was put off at Port Greville on the 4th inst., and a four-master of 527 tons register, was launched at Advocate Harbor on the 7th. A tern schooner at Eatonville is ready for launching, and will, if the weather permits, be turned off the next high tides. There have been other launchings since the new year came in—quite a number of them—in other parts of Nova Scotia, but the ones mentioned above were all built on the shores of Minas Basin and its tributaries. There is quite an object in getting the new vessels afloat as soon as possible, for there is a big demand for lumber in South America, and suitable carriers that are ready for sea can get cargoes immediately at profitable rates.

There is at present a great diversity of opinion concerning the future of wooden shipbuilding. Some authorities are decidedly pessimistic and predict a tremendous slump in freight rates and an oversupply of bottoms. Others, while admitting that there must be a big decline in the prices paid for transportation, claim that for a year at least there will be a demand for all the vessels afloat. Some shipyards may close this year, but it is probable that the number of vessels built will not fall far below last year's output. So far as is known at present, all the shipyards on this shore will be working, with the possibility of some new ones being started. At Parrsboro one vessel that was commenced last year will not be completed until next spring. The builders of the big four-master "Governor Parr" have a tern schooner partly in frame and will probably build another before the year ends. No doubt prices will go down, but more vessels are needed on this shore and shipbuilding is likely to continue for years to come.

Shipbuilding News from East and West

The steel shipbuilding department of the Imperial Munitions Board has removed from Ottawa to the Drummond Building, St. Catherine St. West, Montreal.

The construction of two four-masted wooden schooners will soon be undertaken by the Quebec Shipbuilding & Repair Company at its

St. Charles river yards. One of the two vessels will be built along the same lines as the schooner Edgewood, recently launched by this company and now at Halifax after a most successful trip. She will be 170 feet of the keel, 200 feet over all; a moulded beam of 30 feet with a depth of hold of 15 feet. Her tonnage will be 1,240 deadweight. The other schooner to be constructed will be along the lines of the M. P. Connolly, also built by the Quebec Shipbuilding & Repair Company, and will be 223 feet long, with a 42 ft. 6 in. beam and 19 ft. 10 inch depth of hold. Her tonnage will be 2,200 deadweight.

Rumors are current in well informed circles that an extensive building plant will be operated at Oromocto, N.B., and there is every likelihood that in the near future the building of wooden ships will be commenced. New Brunswick and Old Country interests are behind the project.

Twenty-five vessels, eight steel and seventeen wooden, with a gross tonnage of 108,500 tons, represents the product of four Vancouver shipyards during 1918. Of these seventeen are now on the high seas or taking cargo. All the yards are working to capacity. During the year the Wm. Lyall Shipyards were particularly busy turning out eleven wooden steamers with a total of 29,300 gross tonnage. The Western Canada Shipyards turned out six fine wooden steamers for the Imperial Munitions Board with a total gross tonnage of 16,800. Five ships are now under construction for French interests. The Wallace Shipyards, which are the pioneer shipbuilding plant in B. C., have been engaged exclusively in steel shipbuilding. The Coughlin yards turned out eight steel steamers and employed 3,000 men. The payroll was approximately \$6,000,000.

The wooden ships built at Lyall's and the Western Canada yards in 1918 were as follows:

War Budget—February	2800
War Cariboo—April	2800
War Cayuse—April	2800
War Atlin—May	2800
War Nicol—June	2800
War Suquash—July	2800
L. H. Greenshields—September	2500
Alice Beauclerk—October	2500
Helen Lyall—November	2500
Cap Finisterre—December	2500
Cap Vert—December	2500
War Nootka—January	2800
War Selkirk—March	2800
War Tatla—May	2800
War Casco—July	2800
War Chilcat—August	2800
War Tanoo—August	2800

Making All Kinds of Steel Wire Rope

The Canada Wire & Cable Co., Ltd., are installing machinery for manufacturing a full line of steel wire rope in their plant at Leaside, Ont. They expect to have this plant in operation by March 15th, 1919, and will then be in a position to supply all sizes and kinds of steel wire rope.

Brompton Company Had Good Year

For the year ending October 31st, the profits of the Brompton Pulp and Paper Co. Ltd., East Angus, Que., totalled \$1,051,274.00, as against \$1,073,562.00. After allowing for depreciation and interest, preferred and common dividend, a balance of \$287,274 remains, making with the previous balance a total of \$607,100. Mr. F. N. McCrea, M.P., the president, points out that during the year the Company was confronted with serious manufacturing difficulties, and under these conditions, the statement may be considered quite satisfactory. Referring to the purchase of the Odell Company of Groveton, Mr. McCrea states that the transaction gives the Brompton Company the most diversified output of any pulp and paper company in Canada.

Important Conference on Water Powers

At a conference in Ottawa recently between Provincial and Federal representatives of departments and public organizations concerned with water powers and their development, tentative plans were arrived at for co-ordinating methods of investigation, standardizing field and office methods, and arriving at a common scheme for indexing data with regard to Canadian resources in water powers so that facts and figures from all over the Dominion can be easily collated and made available for general use. It was also decided that Western representatives should meet once a year, and another meeting be held annually of Central and Eastern Canada representatives, with a meeting of representatives from the whole Dominion every two years.



All "Reliance" Chains are provided with a wide-wearing shoe on one side of the link.

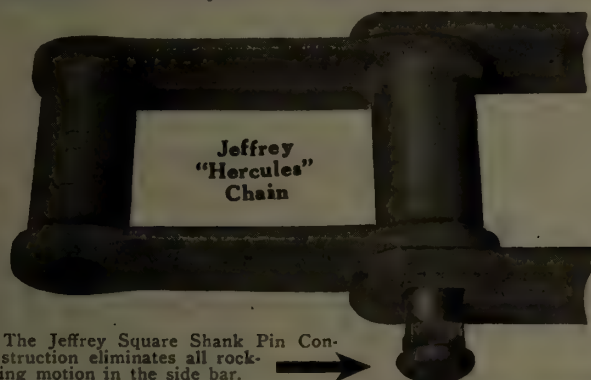
Note also the double-keyed pin head to prevent the pin from turning.



F-4 (B. & F.)

"Reliance" Chain

With F-4 (or B. & F.) Attachments; the best thing for Saw Dust and Light Refuse Conveyers. Used also for Lumber Conveyers.



Jeffrey
"Hercules"
Chain

The Jeffrey Square Shank Pin Construction eliminates all rocking motion in the side bar.

Jeffrey Square Shank Pin Construction

The hard smooth steel pins with the square shanks fit into perfectly square holes. The bearing surface is the full width of the pin. We are the originators of this type of chain and have been building and improving it for 25 years.



F-2 Attachment

Jeffrey Detachable Chain

The type most generally used for Chain Drives. With F-2 Attachments to carry flights, Detachable Chains make good saw dust Conveyers.



"Reliance" Malleable Drag Chain

FOR SAW DUST AND REFUSE
CONVEYERS

JEFFREY CHAINS

**For Conveyer Service in Handling
Logs, Lumber, Mill Refuse, Slabs,
&c.**

Not just chains, but chains that combine all the qualities and features demanded where greatest production or capacity is to be obtained.

Our 36 years of Chain building experience and knowledge of the Lumber Industry's needs makes the recommendations of Jeffrey Engineers valuable to you.

We ask the opportunity to prove our claims to you. Write for Catalog.

The Jeffrey Mfg. Co.

Canadian Branch and Warerooms
MONTREAL



S-1½
Long Spur

K-5 Attachment



Long Link Coil Chain

For Log Hauls with S-1½ Spurs
For Heavy or Light Refuse and Slab Conveyers, use U Bolt or K-5 Attachments to carry flights or scrapers.

Place War Tax On All Shipments

West Coast Lumbermen's Association Urges Such Legislation Regarding B. C. Manufactures

At the recent annual meeting of the shingle branch of the West Coast Lumbermen's Association, held in Seattle, Wash., a resolution was adopted urging legislation to require British Columbia shingle manufacturers and shippers to pay a war tax on shipments into the United States. This met with the approval of C. E. Merritt, a British Columbia shingle manufacturer, who said that he did not want to have the advantage of his competitors on this side of the line in that way, and did not think that any makers of Rite-Grade shingles in British Columbia desire this advantage.

A. Flavelle, of Port Moody, B.C., and C. E. Merritt, of Vancouver, were elected members of the Advisory Committee, and among the speakers at the gathering were R. D. Hyde, of Vancouver, and C. E. Merritt.

John McMaster, of Seattle, gave some facts about what the association had done. In 1916 it paid out \$38,000; in 1917, \$22,000, and in 1918, \$18,000, a total of \$78,000 for advertising. During the same period it paid out about \$2,650 for preparation of advertising. In 1916 it paid out for plan books, electros, etc. \$7,000; in 1917, \$1,000; in 1918, \$1,000, making a total of \$9,000. In its work in preventing the exclusion of shingles by building codes throughout the country, in its office work and so forth it has expended \$30,000. In the three years of its existence it has raised and paid out \$135,000. It has distributed 400,000 plan books, 150,000 pieces of other literature and given out 2,000 electros. It has planned shingle displays for association meetings and other places and has fought anti-shingle ordinances in sixty different cities having an annual consumption of shingles of 1,200 cars. It has arranged sixteen shingle exhibits at State and regional fairs. All of which, Mr. McMaster thought, spoke well for the activities of the organization during its brief young life.

In Washington there are 1,300 shingle machines, and only about one-third of these belong to the association. He declared the association should have about 80 per cent. of the shingle output of the north Coast; that would give an annual income of \$85,000, with which much could be accomplished.

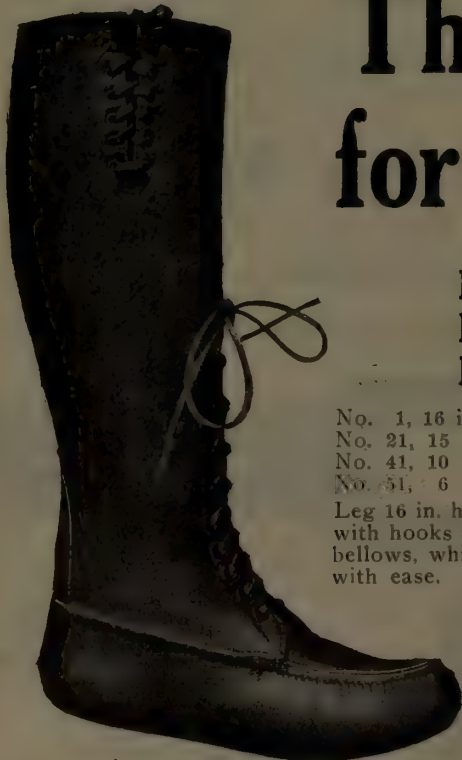
Secretary J. S. Williams presented his annual report, which outlined some of the work he hoped to accomplish. He said that 1918 was an eventful year for the shingle branch. By all the laws of precedent the Rite-Grade advertising campaign should have failed because of the decreased funds available for advertising last year. In spite of this, however, the shingle branch emerged into the new year with a greater prestige and with a distinct tendency of a number of new mills to investigate and come into the Rite-Grade movement and with the prospect of the rejuvenation of the industry for the current year. He said: "There is unanimous opinion that this is destined to be a big building year, but just how big it is going to be is going to depend upon us." Secretary Williams said that the Rite-Grade plan had proved fundamentally sound.

Percy Tyler made an address outlining the advantages of advertising. Referring to the shingle industry he pointed out that the approximate annual output of 7,500,000,000 shingles shows a decrease and indicated that something must be done to stimulate the consumption of shingles throughout the country. He attributed much of the decline in demand for shingles to the forging ahead of the manufacturers of substitutes because of their energy in advertising and up to date methods. They are well concentrated and are concerns that are strong financially and could spend much money in advertising that makes the public believe that there must be merit in their products. They could not have gained the foothold they have if one concern had owned all the shingle mills on the Pacific coast and had taken hold of things with a strong hand and by advertising and other modern methods had held and increased the shingle market. He thought it spoke well for the industry that its advertising has held up as well as it had during the last three trying years. During the next five years, he believes, a great increase in the market for Rite-Grade shingles will be brought about by proper advertising and exploiting of them. This he believes to be the psychological moment for advertising because the world knows the value of and appreciates advertising. He advocated the Rite-Grade advertising the present year to consist of, at least, six full pages in the Saturday Evening Post as well as using space in the leading lumber trade journals and several technical journals.

The annual meeting of the Millwork Cost Information Bureau will be held in Chicago on Wednesday, April 23.

Footwear for the Lumberman

That's the Boot You Want for River Driving



**No. 1 SPORTING
DRAW STRING
BOOT**

No. 1, 16 inch Sporting, Price ...	\$8.00
No. 21, 15 " " " "	7.50
No. 41, 10 " " " "	6.00
No. 51, 6 " " " "	4.50

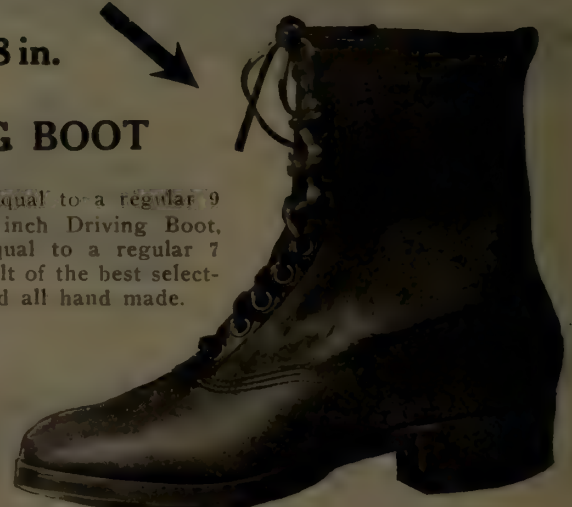
Leg 16 in. high, of No. 1 menonite grain with hooks and eyelets. Side lacing with bellows, which enables wearer to put on with ease.

We also have a complete line of ordinary Shoe packs. We are not afraid to publish our prices. What do you think of them? Our goods are guaranteed. Send for new catalogues and price list.

**No. 151 8 in.
RIVER
DRIVING BOOT**

Price \$7.25.

This boot is equal to a regular 9 inch boot. 6 inch Driving Boot, Price \$6.75, equal to a regular 7 inch boot. Built of the best selected material and all hand made.



**The COPELAND SHOEPACK CO., MIDLAND
ONTARIO, CANADA**

NEW ZEBRA, WOOD, WESTERN UNION, and PRIVATE CODES USED.

Telephones:

1391 Long Distance.

400 Private Branch Exchange.

Cables:

"HILLAS," HULL

W. N. HILLAS & COMPANY

WOOD BROKERS

FOR EVERY CLASS OF TIMBER

Head Office: HULL, England

To the Lumber Companies of Canada:

You have the Goods. Place your Lists with full particulars in our hands. We are in daily touch with all the Buyers in the United Kingdom.

PLEASE NOTE.—We pay cash against all documents, and take the whole of the Delcredere risk on Buyers.

YOUR opportunity in Wood Pulp

Every Canadian Saw Mill or Plant could profitably take advantage of this opportunity. By installing an inexpensive Kraft Soda Mill, all the slabs, tops, bottoms and waste wood may be utilized to produce Wood Pulp. We can place long term contracts for all that Canadian concerns are able to supply. The Swedish supply is practically cut off and Canada has a free field for this business. We will be pleased to send you details of this opportunity.

Write Today

**We are the largest
British Importers
of CANADIAN
WOOD PULP**

CANADIAN REPRESENTATIVES:

Becker & Co. of America, Limited

Post Office Box 609, HALIFAX, Nova Scotia.

Becker & Co., Limited

34-40 Ludgate Hill

LONDON, E.C., ENGLAND

SOLE AGENTS FOR

CHICOUTIMI PULP CO., Chicoutimi, Canadian Hot Ground Spruce.

MACLEOD PULP COMPANY, Liverpool, Canada.

RIORDON PULP AND PAPER CO., Montreal. Easy Bleaching Canadian Sulphite Pulp.

ST. LAWRENCE SULPHITE PULP COMPANY.



MONTREAL, Canada

90 St. James Street

SPRUCE (Merchantable) 1918 Cut.
 500,000 ft. 1 x 4, 5, 6, 7, 8 in. ... 10/16 ft.
 800,000 ft. 2 x 4, 5, 6, 7, 8, 9, 10 in. ... 10/16 ft.
 ... 500,000 ft. 3 x 4, 5, 6, 7, 8, 9, 10, 11 in. ... 10/16 ft.
 200,000 ft. 3 x 6, 7, 8, 9, 10, 11, 12 in. ... 17/26 ft.
 SPRUCE (Mill Cull)
 800,000 ft. 1, 2, 2½, and 3 in.
 WHITE PINE (Mill Run)
 1,200,000 ft. 1, 1½, 1¾, 2 and 3 in.
 HEMLOCK (Merchantable and Mill Cull)
 500,000 ft. 1, 2 and 3 in.
 BASSWOOD (Mill Run)
 200,000 ft. 1, 1½, 1¾, and 2 in.
 BIRCH (Mill Run)
 600,000 ft. 1, 1½, 1¾, 2, 3, and 4 in.
 BROWN ASH (Mill Run)
 100,000 ft. 1 x 4 and up in. ... 6/13 ft.

Saw Mills at
Mont Laurier, Que.
Ste. Marguerite, Que.

Dressing Mills at
St. Jerome, Que.

Northern Office:
MIDLAND, ONT.

Southern Office:
HATTIESBURG, MISS.

Herman H. Hettler Lumber Co.
 2601 Elston Avenue, CHICAGO, ILL.

Manufacturers and Dealers

**White Pine, Red Pine
 and Yellow Pine,
 Lumber and Lath**

Excellent Planing Mill Facilities. Prompt Shipments.

LATH

Campbell, MacLaurin Lumber Co.

Limited

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SPRUCE

AND

BIRCH

GOOD STOCKS PROMPT SHIPMENTS SATISFACTION

C. A. SPENCER, LIMITED

Wholesale Dealers in Rough and Dressed Lumber, Lath and Shingles

Offices—McGill Building, MONTREAL, Quebec

EDGINGS

Ontario

J. A. Cody & Sons, Newmarket, Ont., are contemplating the erection of a sawmill at Manvers, Ont.

The Standard Chemical Iron and Lumber Company of Canada Ltd., with head office at Toronto, Ont., have been granted supplementary letters patent to change their name to the Standard Chemical Company Ltd.

The Georgian Bay Shook Mills, Limited, Midland, Ont.; McKinnon Industries, Limited, St. Catharines, Ont.; Marsh Engineering Works, Limited, Belleville, Ont.; and the Seaman, Kent Co., Limited, Meaford, Ont., will exhibit at the Lyons International Fair, France, in March next.

Edward Clark & Sons, Toronto, have removed from 509 Bank of Hamilton Bldg. to 807 and 809 in the same building, where they have very commodious quarters. The private offices of Edward Clark, A. E. Clark and W. A. Walker, accountant, are admirably arranged and most convenient.

According to a letter sent to all the municipalities of Ontario from the Department of Forests and Mines, the Government has now cut and ready for shipment 15,000 cords of wood in Algonquin Park. The wood consists of beech and maple and will be delivered for the cost on the cars.

E. P. Foley, of the Foley-Rieger Pulp and Paper Co., Thorold, has been elected President of the Board of Trade in that town, and Dan Daverin, who is the superintendent of the Montrose Division of the Provincial Paper Mills Co., has been elected Vice-President. The Board is arranging for the opening of suitable club rooms for returned soldiers in Thorold, and will also carry on an agitation for a new post office building.

The Matheson Lumber Company, Ltd., has been incorporated with capital stock of \$40,000, and head office at Matheson, Ont., to carry on business as manufacturers of and dealers in timber and lumber of all kinds; to own and operate sawmills, planing mills, lumber yards, etc. The chief parties interested are W. A. Gordon and F. A. Day, of Haileybury, Ont.

The John Carew Lumber Company, of Lindsay, Ont., have sent out an artistic calendar, entitled "The Path of Dreams." The effect is very pleasing and is a reproduction from an original painting of C. Ward Traver. A fair young girl is seen by the window and the soft cushion on the seat beside her suggests interesting possibilities and perhaps a subject for her maidenly meditation.

The T. E. Bissell Co. of Elora, Ont., will remove to Ingersoll, where they will be granted exemption from taxes for ten years and be provided with suitable premises for manufacturing purposes. The company manufacture farming implements. Another concern which will locate in Ingersoll is the Ingersoll File Co., formerly the Port Hope File Works, which will be given similar concessions. A by-law was recently carried by the ratepayers to secure the two new industries and carried by an almost unanimous vote.

The statement of production of the Abitibi Power & Paper Company of Iroquois Falls, Ont., for the three months ended December 31st, 1918, shows that in the period 16,884 tons of paper, 4,709 tons of sulphite pulp and 233 tons of ground wood pulp were produced. For the full year, newsprint production amounted to 67,402 tons, sulphite pulp 18,131 tons, and ground wood 12,433 tons. It is stated that the company's financial statement is now in course of preparation and will be ready in about a month's time. Results of the year are said to have been satisfactory.

Eastern Canada

The Gravel Lumber Company have obtained a charter with head office at Levis, P.Q.

Capt. Storm is contemplating the erection of a pulp and paper mill at St. Johns, Nfld., on Terra Nova River, at a cost of \$1,000,000.

The Nashwaak Pulp & Paper Company, St. John, N.B., are contemplating the erection of a pulp mill to cost \$400,000, at Marysville, N.S. The general manager of the company is N. M. Jones.

The Fletcher Pulp & Lumber Company Ltd., Sherbrooke, P.Q., are in the market for second-hand board matcher, an open back mailing machine and 1,500 feet of No. 6 weather-proof electric wire.

The office and some stock in the joinery room of the sash and door factory of H. Mathieu & Company, Clarke Street, Montreal, were destroyed by fire on January 9th. The damage was about \$5,000. The company are rebuilding.

The four-masted barquentine T. H. MacDonald was successfully launched at Meteghan, N.S., recently. She is one of the finest vessels built in Nova Scotia during the present shipbuilding season. She measured 220 feet over all and registers 1,088 net tons.

The Bonny River Lumber Co. Ltd. have been incorporated with head office at Bonny River, N.B., and capital stock of \$15,000, to carry on business as manufacturers of and dealers in timber, lumber, pulp wood and products of the forest. Among the incorporators are A. J. O'Connor, W. E. Golding and G. R. McKean of St. John.

Bock & Tetreau Ltd., have been incorporated with head office at Montreal, P.Q., and capital stock of \$40,000, to carry on business as manufacturers of wood, pulp and paper; to construct and operate sawmills and to carry on business as lumber merchants, etc. Among the incorporators are H. J. Tetreau, H. Bock and B. Benoit, of Montreal.

Price Bros. & Co. Ltd., 56 Peter St., Quebec, P.Q., are contemplating the erection of a pulp mill at Chicoutimi, at a cost of \$1,000,000. The president is Sir Wm. Price, Quebec, Engineer, Mr. Hardy, New York, and secretary-treasurer, H. E. Price, Quebec. The Chicoutimi Council has granted tax exemption for ten years to Price Bros. & Co., for the construction of the plant.

The Forest Protective Association Ltd. has been incorporated with head office at Quebec, P.Q., and capital stock of \$10,000, to exchange ideas

and consult as to the best methods of formulating, installing and operating a thoroughly efficient system to protect the forests in the province. The incorporators include W. Gerard Power, St. Pacome, Ellwood Wilson, Grand Mere, and R. P. Kernan of Quebec.

The Duffy-Blinn Co. Ltd., Saulnierville, N.S., have started work on a shipbuilding plant. The Master Builder is Jerry S. d'Etnremont, who will look after the erection of a workshop, which will be equipped with bandsaw and other machinery. The company's men are at present getting the timber, etc., from the woods. The first vessel built will be a "Fisherman" from a plan made by the Master Builder.

A deputation from Lt Tuque waited on Mr. W. A. Kingsland, assistant general manager of the Canadian National Railways, Montreal, and asked for an improved service between Montreal and La Tuque, advocating a more direct line. Mr. W. H. Churchill represented the Brown Corporation and Mr. G. MacLaren the Laurentide Co. It was stated that a direct service would benefit the lumber and pulp industries.

The Canada Pulp and Lumber Company have been granted letters aptent to do business in the province of Quebec, with head office at Montreal, P.Q., and capital stock of \$750,000. The new company will acquire by purchase, lease or otherwise, and own and operate sawmills, shingle mills, and lath mills, paper mills, pulp mills and generally carry on the business of lumber merchants and manufacturers in all branches thereof. Among those interested are J. R. Melancon, L. D. Clement and E. Ostigny, of Montreal.

The Resida Mining & Exploration Company Ltd., have been incorporated with head office at Montreal, P.Q., and capital stock of \$20,000, to carry on the business among other things of lumbermen in all branches and to manufacture, buy, sell and deal in timber, lumber, wood, pulp and paper, and to acquire by any title sawmills and other mills, factories, etc. Among those interested are A. R. McMaster, King's Council, of Westmount, and A. Angers, advocate, Outremont.

The net surplus profit of the Wayagamack Pulp and Paper Co., Ltd., of Three Rivers, amounted to \$544,036 in 1918, as compared with \$512,965 in 1917, the surplus representing earnings at a rate of a shade less than 11 per cent., against 10.3 per cent. the year before. The feature of the balance sheet is a large reduction in current liabilities and a decided improvement in the working capital position of the company as a result of the liquidation of all indebtedness to the banks. The directors' report notes that the improving facilities for shipping goods should materially assist in the development of the company's export trade.

Western Canada

The Cedar Mill Company, Hammond, B.C., have started work on improvements to their lumber mill. The general repairs and new machinery consist of additional power, new and larger boilers, No. 10 Berlin timber sizers, sticker, feed ripsaws, Underwriters' fire pumps, capacity 800 gallons per minute, etc.

The sawmill of the Jewell Lumber Co., Ltd., at Caithness, was totally destroyed by fire last month. The planing mill was saved, although only 16 feet away from the main building. The loss of about \$25,000 is partially covered by insurance.

The Village Bay Logging Company, Ltd., has been incorporated with head office at Vancouver, B.C., and capital stock of \$10,000 to carry on business as loggers, foresters, timber merchants, and lumbermen; to manufacture and deal in lumber, logs, timber, etc.

The Abbotsford Lumber, Mining & Development Co. Ltd., has been incorporated with head office at Abbotsford, B. C., and capital stock of \$1,000,000, to import, export, sell, grow, and deal in saw logs, timber, lumber, shingles, wood pulp and paper of all kinds, etc.

The Nippon Trading Company Ltd., has been incorporated with head office at Victoria, B.C., and capital stock of \$500,000, to organize and carry on the business of importers and exporters of all kinds of general merchandise; to import and export and otherwise deal in lumber, wood pulp, etc.

Amar Singh Sanghe, of Coombs, B.C., one of the best known Hindu lumbermen in the province, died suddenly from the effects of influenza. Amar Singh Sanghe was the secretary and managing director of the Virginia Lumber Company which owns a large mill and other interests at Coombs.

L. L. Broadfoot is again in control of the Acme Timber Co. sawmill on the North Arm of the Fraser, near the foot of Ontario street, which has been idle since midsummer owing to financial troubles. The plant, which has a daily capacity of about 50,000 feet and is very well equipped, has started up again.

The Brooks-Bidlake Cedar Co., Ltd., Vancouver, is again operating its two shingle mills at Powell Lake, which closed when the embargo was placed on United States shingle shipments a few months ago. Bolts are being towed in cribs to the firm's shingle mill at Opal Harbor, Vancouver. The cedar mill at Powell Lake is at present shut down.

The Campbell River Lumber Company of White Rock, B.C., has just acquired the Carter timber on the west side of the Brown road, at Hopington, and is erecting spacious accommodation for the logging outfit. Chiefly cedar and fir, this is one of the finest blocks of timber in the section, where the Campbell River Lumber Company has been logging for several years.

The revenue from all timber resources in British Columbia for the month of December reached the highest figure ever known in the department of Lands, the amount being \$384,000. The return for November was \$282,000, while the estimate for the current fiscal year anticipated a return from all lumber resources of not less than \$2,000,000. Hon. T. D. Pattullo is hopeful that the estimated sum for the year will be exceeded by half a million dollars.

The Provincial Lumber Company has been incorporated with head office at Victoria, B.C., and capital stock of \$25,000, to acquire and take over all the right and interest of James Spencer Patterson under an agreement dated the 13th day of December, 1918, and made between the Beaver Lumber Company Ltd., whose registered office is in the city of New Westminster, of the one part, and the said James Spencer Patterson, of the other, part. The powers of the company include carrying business as general lumber and timber merchants, sawmill proprietors, shingle manufacturers, etc., and to deal in sawlogs, timber, lumber, shingle bolts, piles and wood of all kinds.

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2 in. 1sts and 2nds and No. 1 Common	110,000 ft.
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ALPHABETICAL INDEX TO ADVERTISERS

Alberta Lumber Company .. .	9	Dudley, A. N.	17	Hoyt Metal Company	88	Pratt & Whitney	47
Algoma Steel Corporation .. .	64	Dunfield & Company	8	Huther Bros. Saw Mfg. Co., Inc.	83	Rat Portage Lumber Company..	25
Allen-Stoltze Lumber Co. . . .	15	Dunbar Engine and Foundry Co.		International Land & Lumber Co.	19	Renfrew Planing Mills	20
American Woodworking Machinery Company	2	Dunlop Tire & Rubber Goods Co.		Jeffrey Manufacturing Company	55	River Ouelle Pulp and Lumber Co.	20
Anderson & Co., C. G.	12	Duplex Truck Company	85	Johnston, A. H.	74	Rutherford & Sons, Wm.	4
Atkins & Co., E. C.	82	Dupuis Company, J. P.	12	Jost, P. M.	12	Salada Tea Company	47
Atlas Asbestos Company	1	Eagle Lumber Company	58	Keewatin Lumber Company	16	Scythes & Co.	70
Austin & Nicholson	9	Eaton & Co., J. R.	22	Knox Brothers	3	Service Lumber Co.	22
Bartram & Ball	3	Edwards & Co., W. C.	25	Laidlaw Bale Tie Company	47	Sessenwein Brothers	19
Beal Bros		Eisendrath Glove Co.	65	Lake Lumber Company	12	Sewall, James W.	12
Beck Manufacturing Co., C.	21	Elk Fire Brick Company	68	Lamontagne Limited	65	Shafer Hardwood Co., John I.	59
Becker & Company	57	Elmira Machinery and Transmission Company	73	Leckie, Ltd., John		Shannon Lumber Co., R. P.	20
Bell Veterinary Wonder Co., Dr.	47	Engineering & Machine Works of Canada, Ltd.	53	Long-Bell Lumber Company	5	Shearer Company, James	4
Beveridge Paper Co.	64	Excelsior Lumber Company	24	Long Lumber Company	9	Sheldons Limited	71
Blakeslee, Perrin & Darling	15	Exchange Lumber Co.	19	Long Manufacturing Co., E.	86	Shimer Cutter Head Company	1
Bond Engineering Works	74	Farnsworth & Jardine	12	MacLean Daily Reports	47	Shingle Agency of B. C.	13
Bourgouin, H.	59	Fassett Lumber Company, Ltd.	6	Main Belting Co.	77	Shurly, T. F.	69
Bowater & Sons, W. V.		Fesserton Timber Company	18	Marsh Engineering Works, Ltd.	60	Snowball Co., J. B.	21
Bradley, R. R.	47	Fibre Making Processes, Inc.	76	Mason, Gordon & Co.	18	Shurly-Dietrich, Limited	68
British American Mills and Timber Company		Firstbrook Brothers	13	Mason Regulator Company		Sinonds Canada Saw Co., Ltd.	26
Burnoil Engine Company	74	Foss Lumber Company	17	McKinnon Columbus Chain Co.	88	Smart-Turner Mach. Co., Ltd.	1
Callander Saw Mills	16	Fraser Companies, Ltd.	14	McLaren Belting Company, J. C.	88	Smith, N.	47
Canadian Western Lumber Co.	23	Fraser Bryson Lumber Co., Ltd.	9	McLaren, Limited, D. K.	62	Spencer Limited, C. A.	58
Carborundum Co.	67	Freedman, William		McLennan Lumber Co., Ltd.	59	Stratford Oakum Co., Geo.	16
Canadian Consolidated Rubber Co.	67	Garlock-Walker Machinery Co.	2	Mereen-Johnson Co.	69	Stearns Salt and Lumber Co.	24
Campbell MacLaurin Lumber Co.	58	Gerlach Company, Peter	68	Mershon & Co., W. B.	70	Summers, James R.	12
Canada Lumber Company	21	Gartshore, John J.	19	Miller Company, W. H.	25	Taylor, S. K.	22
Canada Metal Company	80	General Supply Company	75	Montreal Locomotive Works	83	Terry & Gordon	10
Canadian General Lumber Co.	13	Gillespie, James	12	Montreal Lumber Company	12	Thurston Flavelle Lumber Co.	17
Canadian Link-Belt Company	66	Gillies Brothers, Ltd.	18	Morgan Machine Mfg. Co.	76	Timberland Lumber Company	21
Canadian Mathews-Gravity Carrier Company		Gloucester Lumber & Trading Co.	22	Moore, Jr., E. J.	25	Timms, Phillips & Co.	11
Canadian Milk Products	51	Genoa Bay Lumber Co.	10	Musgrave & Company	24	Toronto Blower Company	59
Canadian Warren Axe & Tool Co.	1	Goodhue & Co., J. L.	61	New Ontario Colonization Co.		Turner & Sons, J. J.	83
Cane, Jas. G.	24	Goodyear Tire & Rubber Co.		Nicholson, E. M.		Union Lumber Company	7
Cant & Kemp	12	Gordon & Co., George	6	Oliver Lumber Company	24	Union Stock Yards	47
Cardinal & Page	12	Grant, Holden & Graham	75	Ontario Wind Engine & Pump Co.	76	Vancouver Lumber Company	
Carss Mackinaw Company		Graton & Knight Mfg. Co.	79	Pacific Lumber Co.	17	Victoria Harbor Lumber Co.	16
Chapman Double Ball Bearing Co.	70	Green Company, G. Walter	71	Pary Sound Lumber Co. Ltd.	21	Victoria Lumber and Mfg. Co.	4
Chicago Lumber & Coal Co.	19	Gutta Percha and Rubber Co.	65-71	P. Payette Company	66	Waterous Engine Works Company, Ltd.	87
Clay Engine Company		Haight, W. L.	18	Pedwell Hardwood Lumber Co.	47	Watson & Todd	16
Cleveland-Sarnia Saw Mills Co.	49	Hallam, John	1	Pennoyer Company, J. C.	81	Webster & Brother, Ltd., James	12
Climax Manufacturing Company	83	Hamilton Company, William	84	Petrie, H. W.	13	West & Peachey	88
Coolidge & Carlisle	47	Hardy, E. D.	1	Philadelphia Textile Machinery Company	65	West Coast Lumbermen's Assn.	
Copeland Shoepack Co.	56	Harris Abattoir Company	51	Pink Company, Thos.	83	Wisar, Underhill & Nixon	25
Consumers Cordage Co.		Harris Tie and Timber Company	16	Prince Rupert Lumber Co.	20	Woods Manufacturing Co., Ltd.	53
Davison Lumber Company	8	Hart & McDonagh	24			Wuichet, Louis	9
Davies Company, William	26	Hay Knife Company, Peter	22			Yates Machine Company, P.B.	
Department of Lands, Forests and Mines, Ontario		Heeney, Percy E.	25				
Disston & Sons, Henry	61	Hettler Lumber Company, H. H.	58				
Dominion Iron & Wrecking Co.	73	Hillas & Company, W. N.	57				
		Hoe & Company, R.	73				

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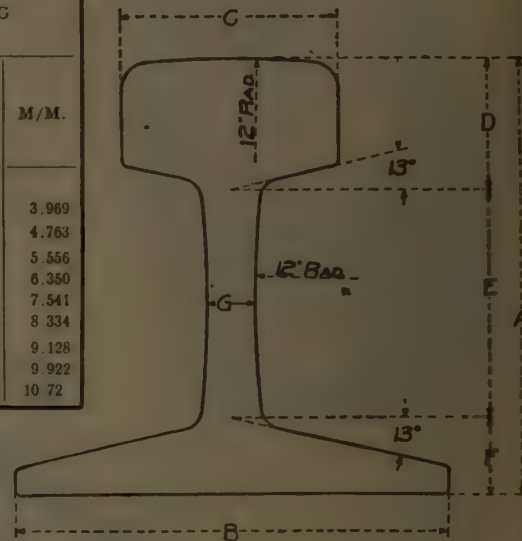


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POUNDS PER YARD	KILOS PER METER	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.
8	3.97	1 $\frac{1}{8}$	39.69	1 $\frac{1}{8}$	39.69	1 $\frac{1}{8}$	20.64	1 $\frac{1}{8}$	11.91	1 $\frac{1}{8}$	20.64	1 $\frac{1}{8}$	7.144	1 $\frac{1}{8}$	3.969
12	5.95	2	50.80	2	50.80	1	25.40	1 $\frac{1}{2}$	14.29	1 $\frac{1}{2}$	27.78	1 $\frac{1}{2}$	8.731	1 $\frac{1}{2}$	4.763
16	7.94	2 $\frac{3}{8}$	60.33	2 $\frac{3}{8}$	60.33	1 $\frac{1}{4}$	29.77	1 $\frac{3}{4}$	16.27	1 $\frac{3}{4}$	34.53	1 $\frac{3}{4}$	9.525	1 $\frac{3}{4}$	5.556
20	9.92	2 $\frac{7}{8}$	66.68	2 $\frac{7}{8}$	66.68	1 $\frac{1}{2}$	34.13	2 $\frac{1}{2}$	18.26	1 $\frac{1}{2}$	37.31	2 $\frac{1}{2}$	11.11	1 $\frac{1}{2}$	6.350
25	12.40	3 $\frac{1}{4}$	69.85	3 $\frac{1}{4}$	69.85	1 $\frac{3}{4}$	38.10	2 $\frac{3}{4}$	19.84	1 $\frac{3}{4}$	37.70	2 $\frac{3}{4}$	12.30	1 $\frac{3}{4}$	7.541
30	14.88	3 $\frac{7}{8}$	79.38	3 $\frac{7}{8}$	79.38	1 $\frac{1}{2}$	42.86	3 $\frac{1}{2}$	22.23	1 $\frac{1}{2}$	43.66	3 $\frac{1}{2}$	13.49	1 $\frac{1}{2}$	8.334
35	17.36	3 $\frac{1}{2}$	84.14	3 $\frac{1}{2}$	84.14	1 $\frac{3}{4}$	44.45	3 $\frac{1}{4}$	24.21	1 $\frac{3}{4}$	45.24	3 $\frac{1}{4}$	14.68	1 $\frac{3}{4}$	9.128
40	19.84	3 $\frac{1}{2}$	88.90	3 $\frac{1}{2}$	88.90	1 $\frac{3}{4}$	47.63	1 $\frac{1}{4}$	25.80	1 $\frac{3}{4}$	47.23	1 $\frac{1}{4}$	15.88	1 $\frac{3}{4}$	9.922
45	22.32	3 $\frac{1}{2}$	93.66	3 $\frac{1}{2}$	93.66	2	50.80	1 $\frac{1}{4}$	26.99	1 $\frac{1}{2}$	50.01	1 $\frac{1}{4}$	16.67	1 $\frac{1}{2}$	10.72



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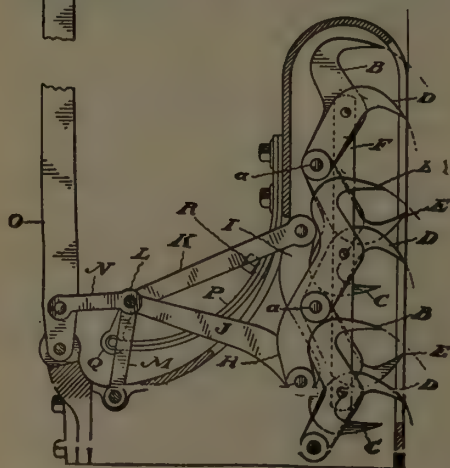
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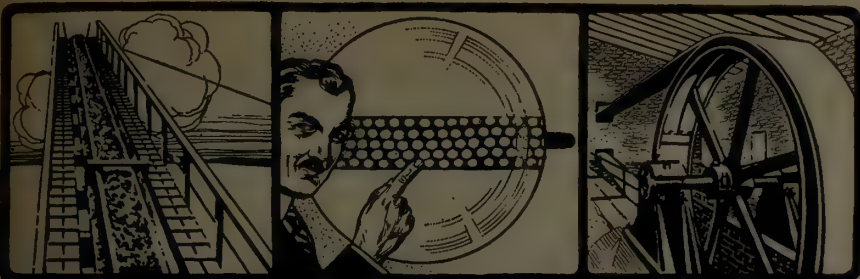
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If in your lumber mill you are experiencing transmission or conveyor belting troubles, write or phone our nearest branch and test our emergency service.

Manufacturers
of
Dominion Hose,
Packing and
Rubber Goods of
all kinds for
Lumber Mills
and Lumbermen



Service Branches:—Halifax, St. John, Quebec, Montreal, Ottawa, Toronto, Hamilton, London, Kitchener, North Bay, Fort William, Winnipeg, Brandon, Regina, Saskatoon, Edmonton, Calgary, Lethbridge, Vancouver, Victoria.



When You Put an Aloxite Saw Gummer on Your Machine—



You have taken a big step
towards saw gumming effi-
ciency.

You will be working with a
fast cutting wheel—a cool-
cutting wheel—a wheel that
holds its shape and will not
burn the saw.

Made in vitrified and shellac
bonds—straight, concave and
convex shapes—all standard
sizes and grits.

The
Carborundum Company
Niagara Falls, N. Y.

FIRE BRICK

You will get the best results from your Refuse Burners, Boiler Settings, Kilns, Dutch Ovens, etc., only when they are fitted with the proper Fire Brick to suit the different conditions.

**"Elkco
Special"**

"Elk Steel"

"St. Marys"

"Keystone"

"Rotex"

Our Fire Brick are made to meet every requirement of the Lumber Industry. For years we have supplied Canadian firms with the most satisfactory Fire Brick construction to be obtained. We offer you the benefit of our experience.

Write us giving details of your requirements and we will advise you as to the proper Fire Brick to use.

We have a complete catalogue that will give you interesting information on this subject. It will be sent free at your request.

Elk Fire Brick Co. of Canada, Limited

HIGH GRADE FIRE BRICK and CLAY

Sun Life Bldg., Hamilton, Canada

Representatives for Maritime Provinces:

RHODES, CURRY COMPANY, LTD., Head Office, AMHERST, N. S.

Branches at Halifax, Sydney and New Glasgow, N.S.



Gerlach Machinery

**PRODUCES THE BEST
as Well as the Cheapest**

**Tight or Slack Staves,
Headings, Kegs,
Barrels and
Short Box Shooks**

100% to 400% profit in Cooperage Stock today. Be wise and purchase the best Machinery.

DIXIE PORTABLE GASOLINE DRAG SAW

Present Price \$225.00 with 1 Blade

Circular, Drag and Cylinder Saws
made since 1854

The Peter Gerlach Co.

Established 1854

Cleveland, Ohio



Maple Leaf Saws

Manufactured in Galt, Canada



We absolutely guarantee every Maple Leaf Saw. The fine Razor Steel used in all our saws is manufactured exclusively for us. Our secret tempering process refines and toughens the raw material to such an extent that Maple Leaf Saws will stand up under the most severe tests and last longer than any other saws on the market.

Write for our catalogue and prices

SHURLY-DIETRICH COMPANY, LIMITED

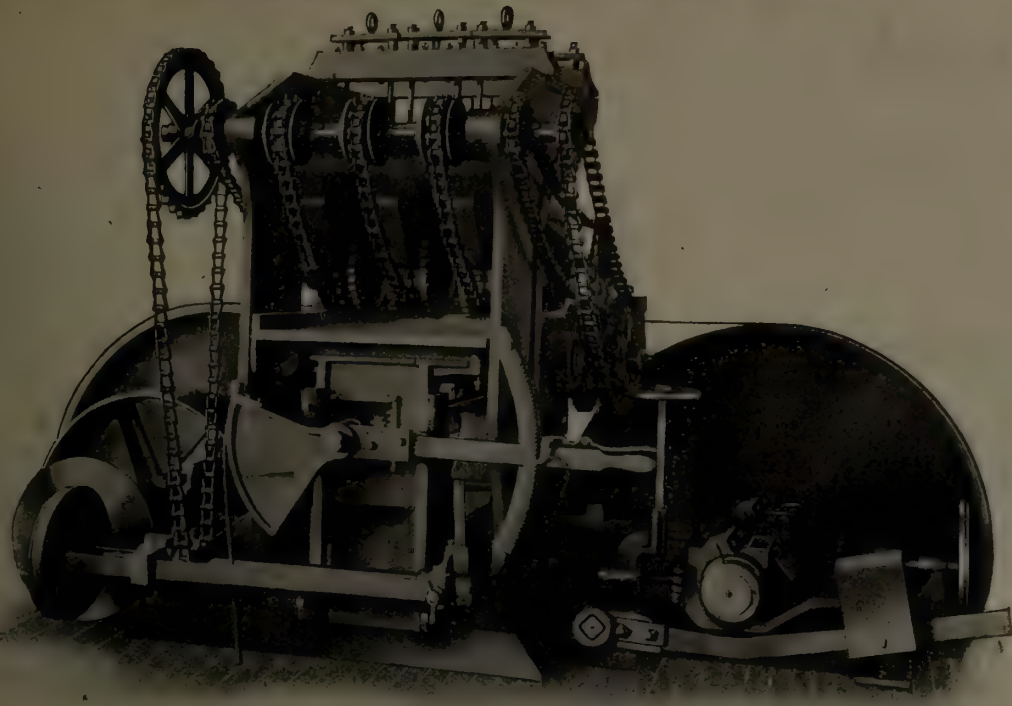
GALT,

CANADA

WESTERN BRANCH—1642 Pandora St., Vancouver B.C.

EASTERN BRANCH—306-308 Wellington Street, Ottawa, Ont.

What are You doing with Your Slabs ?



No. 25 Slab Resaw

THE shortage of men in the woods will no doubt continue for another year or two.

It will be necessary to get every possible foot of lumber out of each log to meet the demand.

A Mereen Johnson Slab Resaw will insure your getting the maximum of lumber with the minimum of labor.

That last piece close to the bark will be needed.

Let us tell you about our **RESAWS**. Write for circular.

MEREEN JOHNSON MACHINE COMPANY

MINNEAPOLIS,

MINN., U. S. A.

ARROW HEAD SAWS

VANADIUM STEEL

*Solid Tooth Circular Saws
Chisel Tooth Circular Saws
Gang Saws*



Why is it that every lumberman using "ARROW HEAD" VANADIUM STEEL SAWS will use no other?

QUALITY is the answer.



This saw will make more logs than any other saw on the market.

T. F. SHURLY CO., Limited, St. Catharines, Ont.

Many Fires in Lumber Mills have been caused by Hot Boxes

This risk can be eliminated by the use of
Chapman Double Ball Bearings

—IN—

Shafting, Hangers, Pillow Blocks
Loose Pulleys, etc.



Chapman Double Ball Bearings

decrease the friction loss 75% and do not generate heat.

No oil is used, a little Tranco Grease once or twice a year is the only lubricant required, consequently dust does not adhere to the outside of the bearing.

There is no spoilage from oil drip, and cleanliness may be easily maintained.

If you realized what these savings mean you will agree that

**You pay for Chapman bearings
whether you buy them or not**

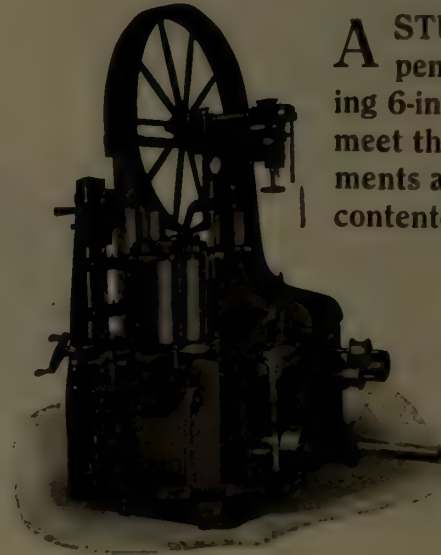
**Chapman Double Ball Bearing
Co., Ltd.**

347 Sorauren Avenue - Toronto, Ont.
705 Shaughnessy Bldg. - Montreal, Que.

Transmission Ball Bearing Co., Inc.
1050 Military Road, Buffalo, N.Y.

MERSHON

A Specially-Designed Resaw Line



New Standard
54-in. Band Resaw

A STURDY, powerful and dependable 54-in. Resaw carrying 6-in. saws,—a resaw that will meet the most exacting requirements and satisfy anyone who is contented with nothing short of the best. Will saw thick or thin, long or short, wide or narrow stock on the fastest possible feed, up to 150 lineal feet per minute. A resaw that does its own talking right in the sawdust.

Wm. B. Mershon & Company
Saginaw, Michigan

“SCYCO”

OILED CLOTHING

Red and Blue Label

Wet Weather Garments



“Red Label”

**Double
Garments**

are made to meet
Lumbering
and
Mining
Requirements

Manufactured by

SCYTHES & COMPANY LIMITED

Montreal

TORONTO

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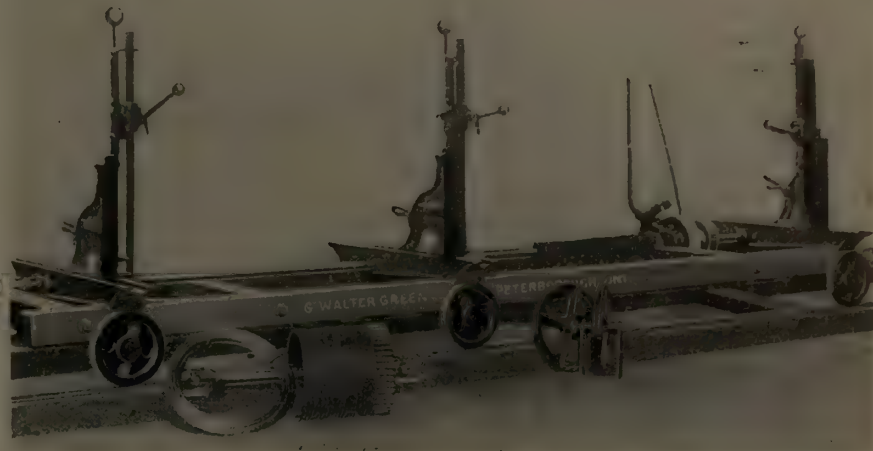
The Carriage You Are Looking For

Our No. 1 Size

CARRIAGE—Has three head blocks, as shown in cut, usually set 9 and 6 feet apart, will be placed any distance apart to suit purchaser. Knees open 38 in. from saw, and is fitted with Knight or Peel dogs, as desired. Taper movement on each knee. 1 15-16 in. steel set bar with steel pinions and coil spring receder, and friction lever brake for stopping knees where required. Timbers are 5 x 6 in., or heavier if desired, well bolted and braced. Diameter of truck wheel, 12 in. Axles 1 3/4 in. diameter, and extend clear across carriage, are furnished with self-oiling bearings. Front block is fitted with timber rule, placed as desired; 54 feet of V and flat track furnished with each carriage.

SET WORKS—As shown in cut, is made up of ratchet wheel 12 in. diameter, 4 in. face, with set lever carrying 7 steel pawls of varying lengths; also, same number of check pawls set in quadrant. Both sets of pawls are disengaged from either side of carriage when required to recede knees. This is a positive set, without lost motion.

FEED WORKS—As shown in cut, consists of 16 x 12 in. drum, with spur gear keyed to shaft. Pinion or friction shaft in saw frame engages with this gear. Cable takes two or three turns around drum, and is passed around end sheaves and attached to carriage. We also furnish 26 in. drum with internal gear in place of 16 in. drum when desired.



*For Shingle, Lath and Portable Saw Mill Machinery
write the well known manufacturers*

The G. Walter Green Co., Limited

Send for Catalogue

PETERBOROUGH, ONT.



Rubber Goods FOR LUMBERMEN

Belting Our long experience in the making of Rubber Belts enables us to specialize on this line. "P.M.S.," "Special Drive" and "Lion" are our leading brands for power transmission.

Packings "Redstone" High Pressure Sheet Packing has proved by test that it will outlast any other similar packing on the market. We make Spiral and Ring Packings, etc., that are equally reliable.

Hose for Steam, Water, etc., in various grades, made especially to give satisfactory and economical service under different conditions.

Fire Hose One or more of our twenty brands of Fire Hose will be found, not only in the best equipped Factories, Mills, etc., but in almost every Fire Department in the Dominion.

Gutta Percha & Rubber, Limited

TORONTO MONTREAL WINNIPEG REGINA SASKATOON CALGARY EDMONTON VANCOUVER

CURRENT LUMBER PRICES—WHOLESALE

TORONTO, ONT.

Prices in Carload Lots, F.O.B. cars Toronto.

White Pine:			
1 x 4/7 Good Strips	\$59 00	\$62 00	
1 1/2 and 1 3/4 x 4/7 Good Strips	63 00	66 00	
2 x 4/7 Good Strips	63 00	66 00	
1 x 8 and up Good Sides	75 00	77 00	
1 1/2 and 1 3/4 x 8 and wider Good Sides	88 00	90 00	
2 x 8 and wider Good Sides	90 00	95 00	
1 in. No. 1, 2 and 3 Cuts	55 00	58 00	
5/4 and 6/4 No. 1, 2 and 3 Cuts	65 00	67 00	
2 in. No. 1, 2 and 3 Cuts	70 00	72 00	
1 x 4 and 5 Mill Run	47 00	49 00	
1 x 6 Mill Run	48 00	51 00	
1 x 7, 9 and 11 Mill Run	47 00	50 00	
1 x 8 Mill Run	50 00	52 00	
1 x 10 Mill Run	53 00	55 00	
1 x 12 Mill Run	54 00	57 00	
5/4 and 6/4 x 4 Mill Run	47 00	49 00	
5/4 and 6/4 x 5 Mill Run	47 00	49 00	
2 x 4 Mill Run	47 00	49 00	
2 x 6 Mill Run	48 00	50 00	
2 x 8 Mill Run	48 00	50 00	
2 x 10 Mill Run	51 00	53 00	
2 x 12 Mill Run	53 00	55 00	
1 in. Mill Run Shorts	39 00	40 00	
1 x 4 and up 6/16 No. 1 Mill Culls	38 00		
1 x 10 and up 6/16 No. 1 Mill Culls	42 00		
1 x 12 and up 6/16 No. 1 Mill Culls	42 00		
1 x 4 and up 6/16 No. 1 Mill Culls	29 00		
1 x 10 x 12 6/16 No. 2 Mill Culls	32 00		
1 x 4 and up 6/16 No. 3 Mill Culls	22 00		
Red Pine, f.o.b. cars point of shipment:			
1 x 4 and 5 Mill Run	38 00		
1 x 6 Mill Run	40 00		
1 x 8 Mill Run	40 00		
1 x 10 Mill Run	45 00		
2 x 4 Mill Run	38 00		
2 x 6 Mill Run	38 00		
2 x 8 Mill Run	40 00		
1 in. Clear and Clear Face	48 00		
2 in. Clear and Clear Face	48 00		
Spruce:			
1 x 4 Mill Run	35 00		
1 x 6 Mill Run	38 00		
1 x 8 Mill Run	40 00		
1 x 10 Mill Run	45 00		
1 x 12 Mill Run	45 00		
Mill Culls	33 00		
Hemlock, No. 1, in carload lots, f.o.b. Toronto:			
1 x 4 and 5 in. x 9 to 16 ft.	31 00	33 00	
1 x 6 in. x 9 to 16 ft.	37 00	38 00	
1 x 8 in. x 9 to 16 ft.	38 00	39 00	
1 x 10 and 12 in. x 9 to 16 ft.	38 00	39 00	
1 x 7, 9 and 11 in. x 9 to 16 ft.	35 00	37 00	
2 x 4 to 12, 10 and 16 ft.	36 00	37 00	
2 x 4 to 12 in., 12 and 14 ft.	35 00	36 00	
2 x 4 to 12 in., 18 ft.	37 00	38 00	
2 x 4 to 12 in., 20 ft.	38 00	39 00	
1 in. No. 2, 6 ft. to 16 ft.	28 00	29 00	
2 in. No. 2, 4-in. and up in width, 6 to 16 ft.	28 00	29 00	
Douglas Fir, delivered in Toronto:			
Dimension Timber up to 32 feet:			
6x6 and 8, 10x10 and 12, 12x12	\$50 00		
6x10, 8x10, 10x14, 12x14, 14x14	51 00		
6x12, 8x12	52 00		
14x16, 16x16	52 50		
6x14, 8x14, 10x16, 12x16	54 00		
14x18	54 50		
8x16, 10x18, 12x18	55 00		
18x18, 20x20	55 50		
12x20, 24x24	56 00		
Timber in lengths over 32 feet subject to negotiation.			
Fir flooring, 1 x 3, edge grain	59 00		
Fir flooring, 1 x 4, edge grain	59 00		
Fir flooring, 1 x 4, flat grain	44 00		
No. 1 and 2, 1-in. clear Fir dough	50 00	60 00	
(Depending upon widths).			
No. 1 and 2, 1 1/2 and 1 3/4 in., clear Fir rough	60 00	64 00	
No. 1 and 2 2-in. clear Fir rough	53 00	61 00	
1 x 5 and 1 x 6 Fir casing	61 00		
1 x 8 and 1 x 10 Fir base	63 00		
1 x 8 and 1 x 10 x 12 E. G. stepping	74 00		
1 1/2 and 1 3/4 x 8 x 10 x 12 E. G. stepping	64 00		
1-in. clear Fir, d 4 sides	48 00	56 50	
1 1/2 x 1 1/2 in. clear Fir, d 4 sides	55 50	58 00	
XXX B. C. cedar shingles	3 40		
XXXX 6 butts to 2 in.	4 40		
XXXXXX 5 butts to 2 in.	5 00		

TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out.

Ash, white, dry weight 3800 lbs. per M. ft.			
1s & 2s			
4/4	\$80.00	\$60.00	\$40.00
5/4 & 6/4	85.00	63.00	45.00
8/4	95.00	75.00	45.00
10/4 & 12/4	110.00	100.00	60.00
16/4	125.00	115.00	65.00
Ash, Brown			
4/4	70.00	50.00	35.00
6/4	75.00	60.00	50.00
8/4	78.00	65.00	52.00
Birch, dry weight 4000 lbs. per M. ft.			
1s & 2s			
4/4	65 66	48 50	38 40
5/4 and 6/4	67 70	50 55	40 45
8/4	70 72	51 57	42 45
10/4 and 12/4	85 90	70 73	50 54
16/4	95 98	80 83	55 60
Basswood, dry weight 2800 lbs. per M. ft.			
1s & 2s			
4/4	\$70.00	\$55.00	\$40.00
5/4 & 6/4	72.00	60.00	35.00
8/4	78.00	63.00	37.00

Chestnut, dry weight 2800 lbs. per M. ft.

1s & 2s			
4/4	\$85.00	\$50.00	\$45.00
5/4 & 6/4	72.00	58.00	48.00
8/4	72.00	58.00	48.00
Elm, soft, dry weight 3100 lbs. per M. ft.			
1s & 2s			
4/4	\$58.00	\$45.00	\$35.00
5/4 & 6/4	63.00	50.00	40.00
12/4	85.00	75.00	50.00
Gum, red, dry weight 3300 lbs. per M. ft.			
1s & 2s			
4/4	\$60.00	\$50.00	\$45.00
5/4 & 6/4	62.00	52.00	
8/4	65.00	55.00	
Gum, Sap			
1s & 2s			
4/4	\$58.00	\$45.00	\$35.00
5/4 & 6/4	63.00	50.00	47.00
8/4	85.00	75.00	55.00
Hickory, dry weight, 4500 lbs. per M. ft.			
1s & 2s			
4/4	\$75.00	\$45.00	\$30.00
5/4 & 6/4	100.00	75.00	50.00
8/4	90.00	60.00	35.00

Maple, hard, dry weight 3900 lbs. per M. ft.

1s & 2s			
4/4	\$58.00	\$45.00	\$38.00
5/4 & 6/4	63.00	48.00	38.00
8/4	70.00	60.00	35.00
12/4	95.00	80.00	40.00
16/4	105.00	90.00	45.00

Soft Maple

The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.

Mill run grade, No. 3 and better . . . \$38.00
No. 2 and better . . . 47.00
White and Red Oak, plain sawed, dry weight 4000 lbs. per M. ft.

1s & 2s			
4/4	\$75.00	\$55.00	
5/4 & 6/4	80.00	60.00	
8/4	85.00	65.00	
10/4	90.00	70.00	
12/4	95.00	75.00	
16/4	100.00	80.00	

White Oak, quarter cut, dry weight 4000 lbs. per M. ft.

1s & 2s			
4/4	\$105.00	\$80.00	
5/4 and 6/4	110.00	90.00	
8/4	115.00	85.00	

Red Oak, quarter cut.

1s & 2s			
4/4	\$85.00	\$60.00	
5/4 & 6/4	100.00	75.00	
8/4	105.00	80.00	

OTTAWA, ONT.

Manufacturers' Prices

Pine good sidings:			
1-in. x 7-in. and up	\$60 00	70 00	
1 1/2-in. and 1 3/4-in. x 8-in. & up	70 00	78 00	
2-in. x 7-in. and up	72 00	78 00	
No. 2 cuts 2 x 8-in. and up	45 00	50 00	

Pine good strips:			
1-in.	68 00		
1 1/2-in. and 1 3/4-in.	60 00		
2-in.	60 00		

Pine good shorts:			
1-in. x 7-in. and up	60 00		
1-in. x 4-in. to 6-in.	40 00		
1 1/2-in. and 1 3/4-in.	58 00		
2-in.	58 00		
7-in. to 9-in. A sidings	40 00		

Pine, No. 1 dressing sidings			
Pine, No. 1 dressing strips	47 00	50 00	
Pine, No. 1 dressing shorts	38 00	40 00	

Pine, 1-in. x 4-in. s.c. strips			
Pine, 1-in. x 5-in. s.c. strips	44 00		
Pine, 1-in. x 6-in. s.c. strips	46 00		
Pine, 1-in. x 7-in. s.c. strips	46 00		

Pine, 1 x 8-in. s.c., 12 to 16 ft.			
Pine, 1-in. x 10-in. M.R.	51 00		
Pine, s.c. sidings, 1 1/2 and 2-in.	47 00		
Pine, s.c. strips 1-in.	40 00		

1 1/2, 1 3/4 and 2-in.			
Pine, s.c. shorts, 1 x 4 to 6 in.	38 00		
Pine, s.c. and bet., shorts 1 x 5	36 00		
Pine, s.c. and bet., shorts, 1 x 6	40 00		

Pine, s.c. shorts, 6'-11', 1"x10"			
Pine box boards:			
1"x4" and up, 6'-11'	38 00		
1"x3", 12'-16"	42 00		

Pine, mill culls, strips and sidings, 1-in. x 4-in. and up, 12-ft. and up			
	38 00		

Mill cull shorts, 1-in. x 4-in. and up, 6-ft. to 11-ft.			
	36 00		

O. culls r & w p			
	26 00		

Red Pine, log run:			
mill culls out, 1-in.	32 00	36 00	
mill culls out, 1 1/2-in.	38 00		
mill culls out, 1 3/4-in.	38 00		

mill culls out, 2-in.			
mill culls, white pine, 1"x7" and up	34 00	41 00	

Mill run Spruce:			
1"x4" and up, 6'-11'	32 00	33 00	
1"x4" and up, 12'-16"	34 00		
1"x9"-10" and up, 12'-16"	40 00	42 00	

1 1/2"x10" and up, 12'-16"			
1 1/2"x10" and up, 12'-16"	40 00	42 00	
1 1/2"x10" and up, 12'-16"	46 00		
1 1/2"x10" and up, 12'-16"	46 00		

Spruce, 1-in. clear (fine dressing and B)			
Hemlock, 1-in. cull	25 00	46 00	
Hemlock, 1-in. log run	30 00	35 00	
Hemlock, 2x4, 6, 8, 10, 12/16"	30 00	35 00	
Tamarac	24 00	26 00	
Basswood, log run, dead culls out	40 00	50 00	
Basswood, log run, mill culls out	45 00	60 00	
Birch, log run	30 00	32 00	
Soft Elm, common and better, 1 1/2, 2-in.	25 00	30 00	
Ash, black, log run	32 00	40 00	
1 x 10 No. 1 barn	52 00		
1 x 10 No. 2 barn	46 00		
1 x 8 and 9 No. 2 barn	42 00		
Lath per M:			
No. 1 white pine, 1 1/2-in. x 4-ft.	4 75	5 00	
No. 2 white pine	4 50		
Mill run white pine	4 75		
Spruce, mill run 1 1/2-in.	4 00		
Red pine, mill run	4 25		
Hemlock, mill run	4 00		
32-in. lath	2 00	2 25	
White Cedar Shingles:			
xxxx, 18-in.	5 00		
Clear butt, 18-in.	4 00		
18-in. xx	2 75		
Spruce logs (pulp)	18 00	15 00	

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Oldest and Best

HOE



Chisel Tooth Saws

Choice of Lumbermen Everywhere

The even temper of these saws and the fine quality of steel from which they are made have proved Hoe saws reliable for nearly one hundred years.

More than one hundred thousand "Hoes" are to-day successfully sawing lumber in all parts of the globe. The Hoe Chisel Tooth Saw, invented 40 years ago, is still the best for cutting hardwood.

Special Flanged Shanks and Superior Bits Supplied

R. HOE & CO. 504-520 Grand Street New York City

America's Oldest Saw Manufacturers

Immediate Delivery, Montreal Stock

Motors, 3 Phase, 60 Cycle

2 H. P.	550 V.	1700 R. P. M.	1
10 H. P.	550 V.	1200 R. P. M.	9
15 H. P.	550 V.	1200 R. P. M.	2
30 H. P.	550 V.	900 R. P. M.	2
40 H. P.	550 V.	1200 R. P. M.	1
50 H. P.	550 V.	900 R. P. M.	2

75 H. P.	2200 V.	850 R. P. M.	1
125 H. P.	550 V.	690 R. P. M.	1
150 H. P.	550 V.	600 R. P. M.	1
200 H. P.	2200 V.	514 R. P. M.	2
400 H. P.	2200 V.	160 R. P. M.	1

Transformers, Pole Type, 2200 - $\frac{220}{110}$ Volts

$\frac{3}{4}$ K. W.	11
1 K. W.	15
$1\frac{1}{2}$ K. W.	26
2 K. W.	24

$2\frac{1}{4}$ K. W.	19
3 K. W.	12
$3\frac{3}{4}$ K. W.	6
5 K. W.	55

Our stock changes constantly, if not listed above please enquire anyway.

Dominion Iron & Wrecking Co., Limited

General Offices: Transportation Building, Montreal

CURRENT LUMBER PRICES—Continued

RED BIRCH,			
4/4	58 - 60	38 - 40	22 - 24
5/4 to 8/4	60 - 62	40 - 42	24 - 26
SAP BIRCH			
4/4	51 - 53	30 - 32	18 - 20
5/4 and up	53 - 55	32 - 34	20 - 22
SOFT ELM			
4/4	43 - 45	28 - 30	20 - 22
5, 6 & 8/4	45 - 47	30 - 32	20 - 22
BASSWOOD			
4/4	47 - 49	37 - 39	25 - 27
Thicker	49 - 51	39 - 41	26 - 27
PLAIN OAK			
4/4	55 - 57	30 - 32	18 - 20
5/4 to 8/4	56 - 58	34 - 36	20 - 22
ASH, WHITE AND BROWN			
4/4	55 - 57	30 - 31	20 - 22
5/4 to 8/4	55 - 57	35 - 37	21 - 23
10/4 and up	75 - 88	42 - 50	24 - 26

BOSTON, MASS.

Quotations given below are for highest grades of Michigan and Canadian white pine and Eastern Canadian Spruce as required in the New England market in carloads.

White pine uppers, 1 to 2 in.	134 00
White pine uppers, 2 1/2 and 3 in.	149 00
White pine uppers, 4 in.	160 00
Selects, 1 to 2 in.	125 00
Selects, 2 1/2 and 3 in.	140 00
Selects, 4 in.	155 00
Fine common, 1 in., 30 per cent.	
12 in. and up	90 00
Fine common, 1 x 8 to 11 in.	87 00
Fine Common, 1 1/4 to 2 in.	105 00
Fine Common, 2 1/2 and 3 in.	135 00
Fine Common, 4 in.	145 00
1 in. shaly clear	72 00
1 1/4 to 2 in. shaly clear	77 00
1 in. No. 2 dressing	64 00
1 1/4 to 2 in. No. 2 dressing	68 00
No. 1 Cuts, 1 in.	80 00
No. 1 Cuts, 1 1/4 to 2 in.	87 00
No. 1 Cuts, 2 1/2 and 3 in.	112 00
No. 2 Cuts, 1 in.	65 00
No. 2 Cuts, 1 1/4 to 2 in.	74 00

Barn Boards, No. 1, 1 x 12	72 00	2 x 3, 2 x 4, 2 x 5, 2 x 6, 2 x 7	30 00
No. 1, 1 x 10	68 00	3 x 4 and 4 x 4 in.	34 00
No. 1, 1 x 8	64 00	2 x 8 in.	40 00
No. 2, 1 x 12	62 00	All other random lengths, 7-in. and under, 8 ft. and up	30 00
No. 2, 1 x 10	60 00	5-inch and up merchantable boards, 8 ft. and up, p. ls.	40 00
No. 2, 1 x 8	60 00	1 x 2	40 00
No. 3, 1 x 12	60 00	1 x 3	40 00
No. 3, 1 x 10	59 00	1 1/4 in. spruce lath	4 50
No. 3, 1 x 8	59 00	1 1/2 in. spruce lath	4 00
Can. spruce, clear, 1 x 4 to 9 in.	48 00	New Brunswick Cedar Shingles	
1 x 10 in.	52 00	Extras	5 25
No. 1 1/4 x 4 to 7 in.	55 00	Clears	4 75
No. 1 1/2 x 8 & 9 in.	58 00	Second Clears	4 25
No. 1 1 x 10 in.	57 00	Clear Whites	3 75
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Spruce, 12 in. dimension	58 00	Red Cedar Perfections, 5 butts to 2 1/4	6 07
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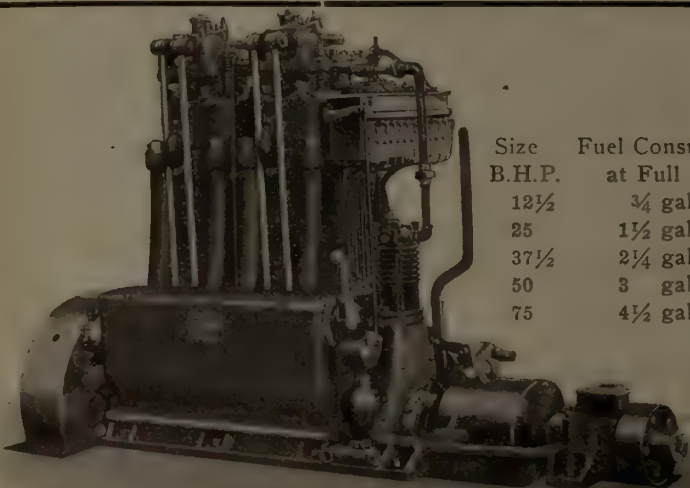
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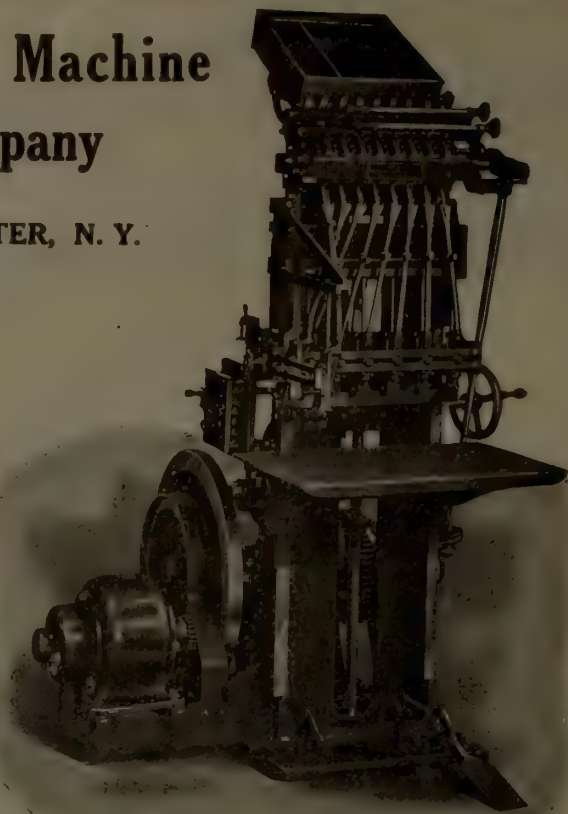
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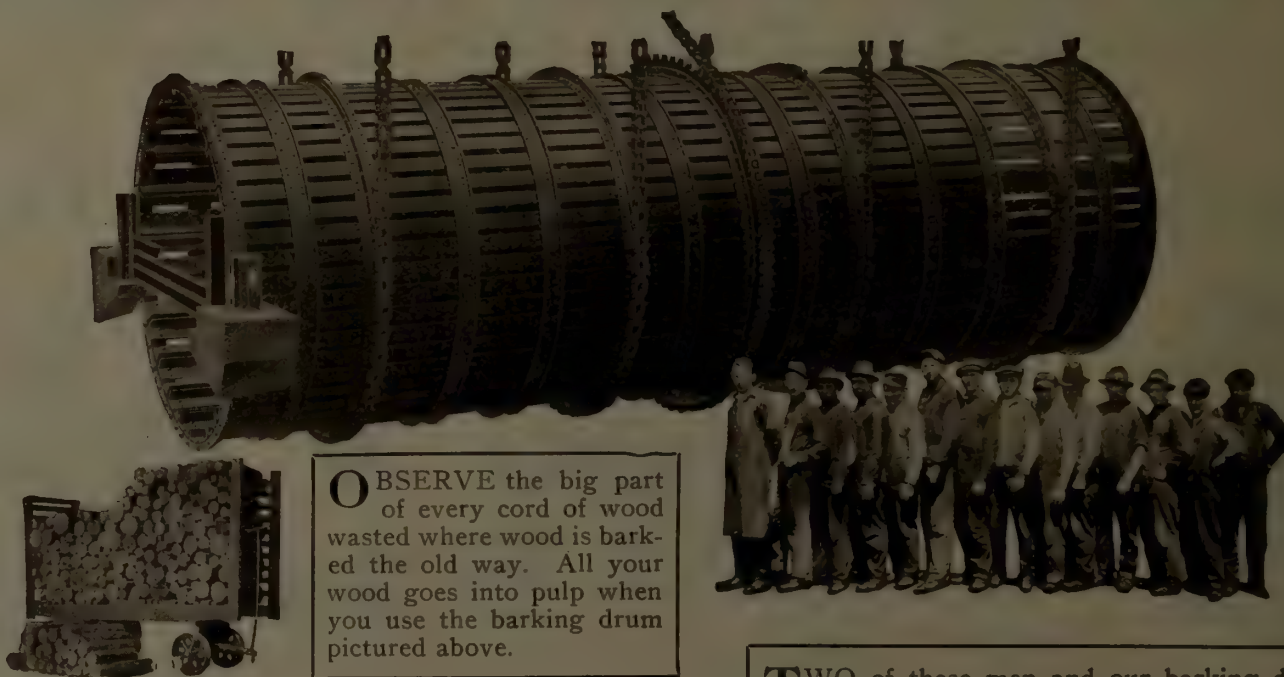
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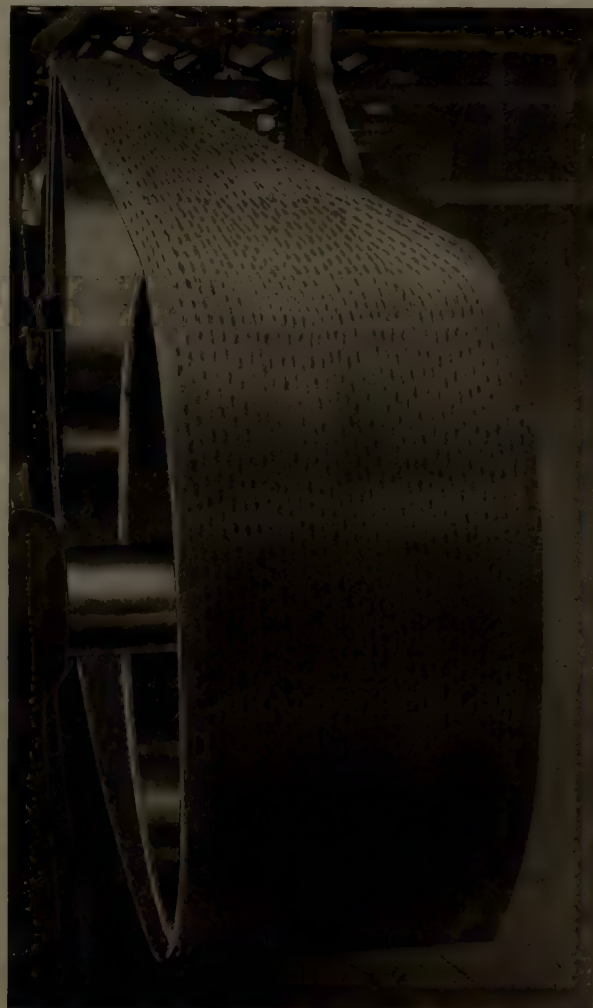


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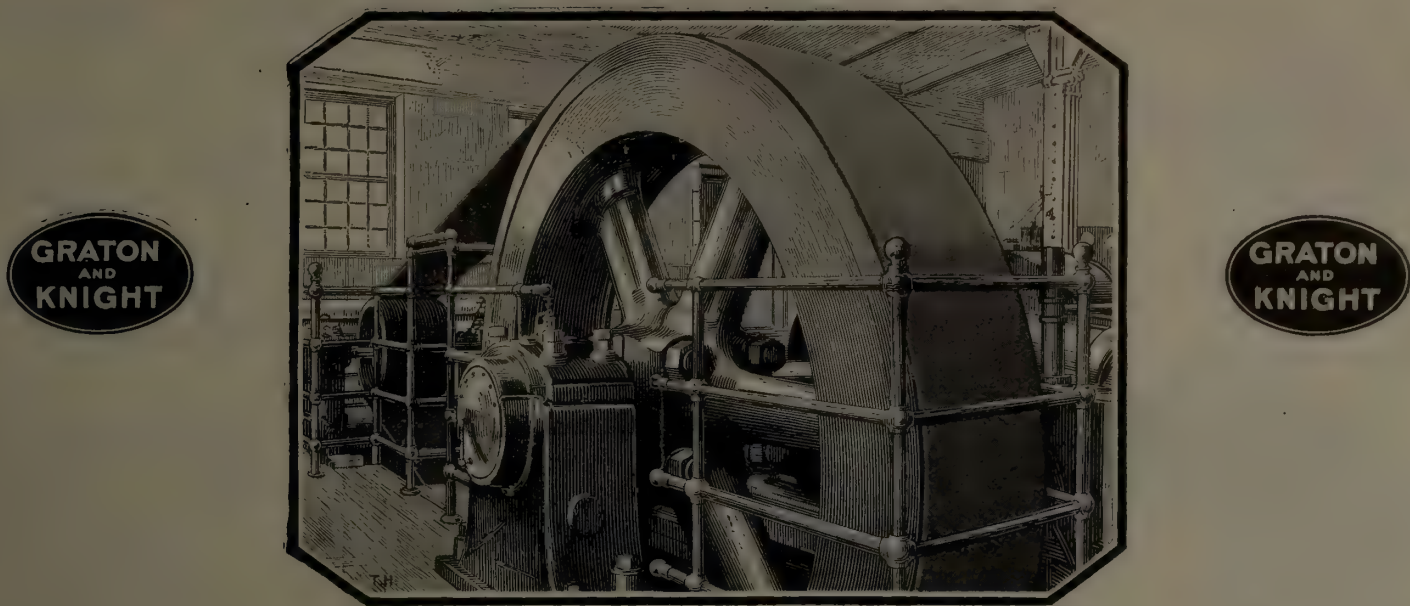
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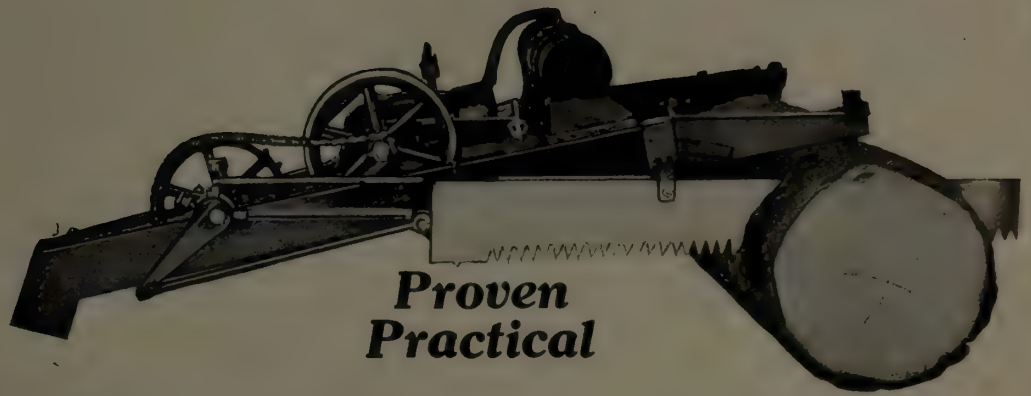
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For you, there is no chance work in the purchase of a Vaughan Portable Gasoline Drag Saw. It is guaranteed to satisfy you.

Orders can be filled immediately by express or freight. All parts carried in stock.

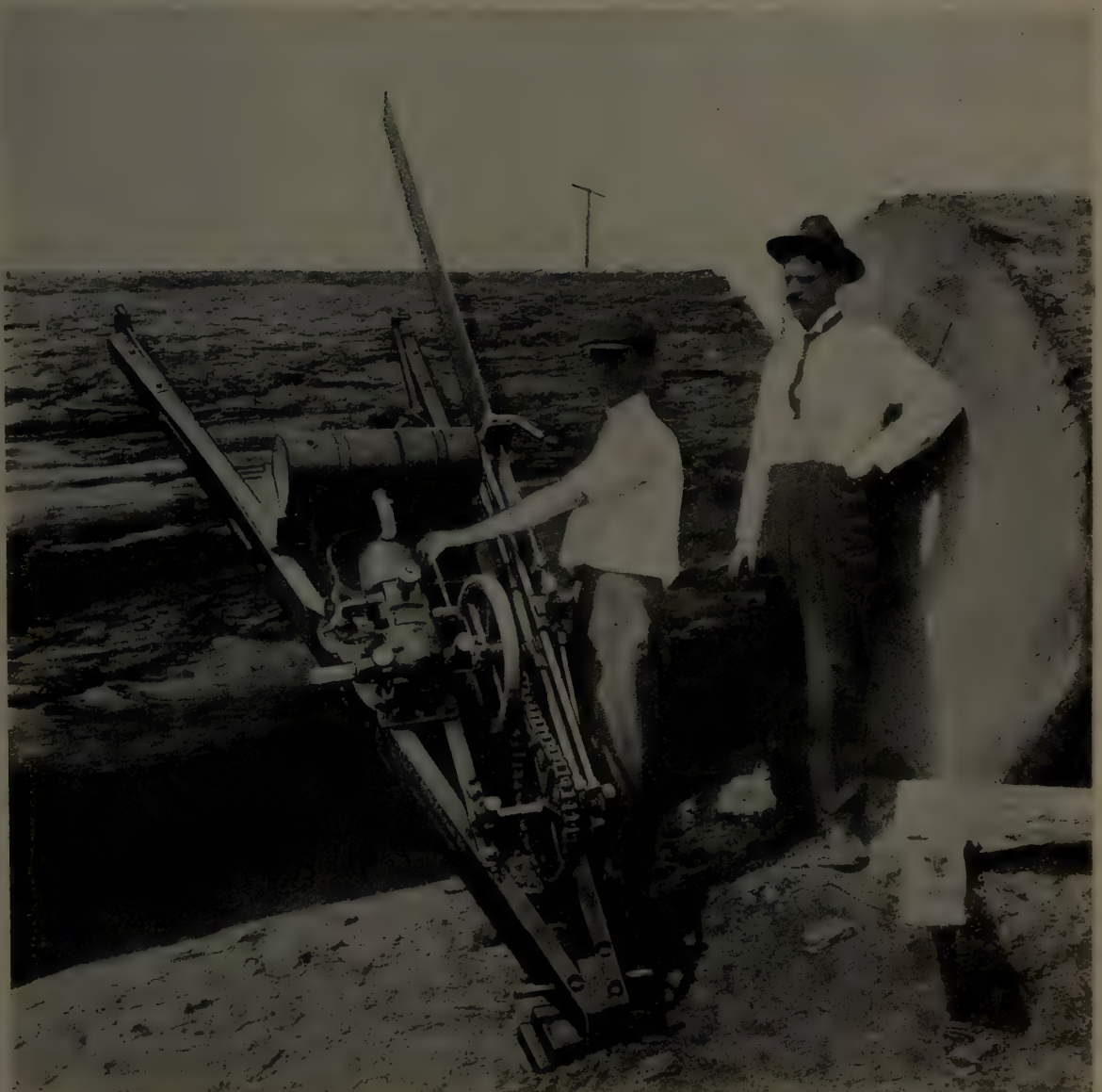
Guarantee

All the working parts of these machines are guaranteed against defective material and workmanship. Parts found defective should be forwarded to the factory for an inspection at once—Pre-paid. New parts will be returned without delay.

Price \$175.00 f.o.b. Memphis, Tenn.

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Write for all particulars to



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"Hamilton" Lath Machines

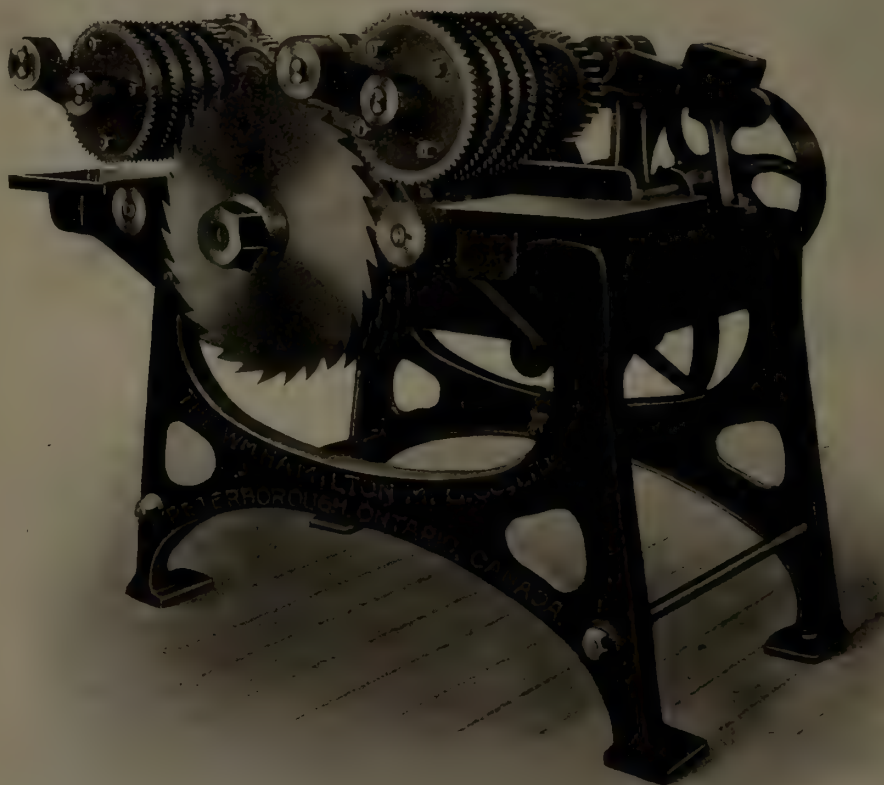
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All iron frame, exceptionally heavy, rigid and strongly braced, top and bottom rolls power driven. Extra wide table.

Carries six 14" saws.

Guaranteed capacity 50,000 lath in ten hours.

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"Hamilton" Lath Bolter

Extra heavy all iron frame, Feed Rolls driven, top and bottom, fitted with adjustable steel guide.

Carries four 20" saws.

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Both of above Machines Carried in Stock

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WHEREVER the Duplex 4-Wheel Drive Truck has competed in demonstrations against any other type of motor truck, the Duplex has conclusively substantiated our claims of superiority.

With the front wheels always pulling—and the rear wheels always pushing—the Duplex has the *truck power* to accomplish difficult hauling never attempted by any other type of truck.

The Mississippi Veneer Company's indorsement, reproduced upon this page, is but one of many unsolicited testimonials which we have received affirming Duplex supremacy in logging work.

Let us refer you to lumbermen in your locality who are operating Duplex trucks under most severe road and weather conditions. We'll gladly send you our lumber booklet which offers ample evidence of the Duplex truck's ability to do the unusual.

DUPLEX TRUCK COMPANY
2062 Washington Avenue LANSING, MICHIGAN

*With tire mileage greater—
And fuel consumption less—
Duplex cost per ton-mile is always lower.*

MISSISSIPPI VENEER COMPANY
MANUFACTURERS OF BOX VENEERS

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Duplex Truck Co.,
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Gentlemen:

We called on the Duplex Four Wheel Drive Truck and also a truck with two wheel drive only, to give us a demonstration on our logging.

The two wheel drive truck fell completely down, never bringing a load to the mill. The Duplex never lost a load.

On wet roads we have hauled as high as eleven hundred feet on the Duplex and after the demonstration purchased the Duplex and have same now in our logging service.

Yours truly,

Mississippi Veneer Company
W. B. Lusk
General Manager.

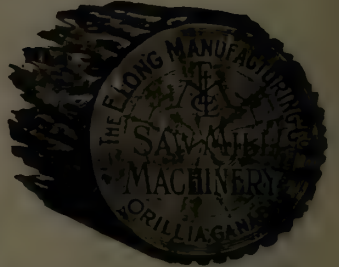


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**FOUR
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Our Direct Acting Feeds are built in any desired size



This mark on your saw-mill machinery is an indication that your lumber manufacturing equipment is the best and most economical money can buy.

We have a 10 in. x 42 ft. Feed in stock for IMMEDIATE SHIPMENT

The above illustration gives a good general idea of our direct acting, or shot gun, steam feed, which we build in the following sizes: 8 in., 10 in., 11 in., 12 in., and 14 in. bore, or in any desired size.

The cylinders are made in 6 ft. sections, and are bored to exact diameter. The flange on cylinders are faced perfectly true, and finished to templates, so that each section is interchangeable. The flanges are also turned on the outside, which is a great convenience for levelling or lining the feed when placing same in mill.

The front cylinder head is our improved pattern.

The piston rod is made from double thickness, seamless steel tubing, of extra large diameter.

*Our illustrated catalogue contains full details.
A copy will be sent you on request.*

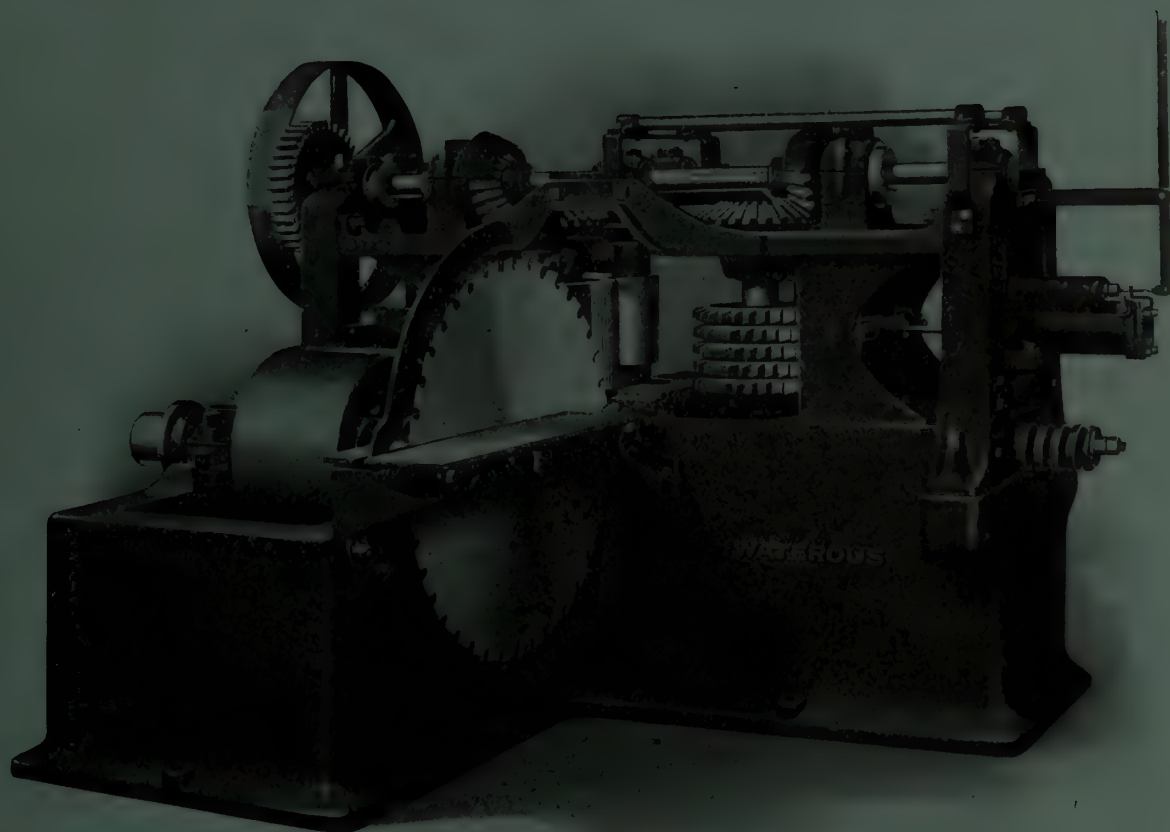
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Sawmill Machinery



The Waterous Circular Resaw

This machine is specially designed for handling rough, knotty slabs or thick lumber indiscriminately. It is very heavy and substantial, and will give satisfactory service under the severest duty.

Besides being able to stand more hard usage than a Band Re-Saw, its first cost is considerably less, as is also the cost of maintenance. When used on slabs, the extra sawdust—in excess of that cut by a band re-saw—coming, as it does, out of the slab or waste portion, is unimportant, and thus the machine is practically as economical as a Band Re-Saw for this purpose.

One of our customers who uses a four-log gang, a circular, and one of these Waterous Re-Saws, states that the latter regularly handles 600 logs, each 16 feet in length, per day of eleven hours, besides all the slabs, which contain at least one board 3 inches wide and 6 feet long each, from 500 other logs. The 600 logs referred to are first sized by the circular into 6-inch squares by running them through to make two thick slabs and two thin ones, and then sent to the re-saw. If the log will not size to 6 inches square, the circular splits it into two thick slabs and sends the two slabs on to the re-saw. The timber that our customer is cutting is hard spruce, and is so hard that he informs us that he is obliged to change saws four times during the daily run of eleven hours.

Waterous

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\$5,000,000.00
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If your dealer does not stock FROST KING send us a money order for your requirements. Price 35c per lb., Fort William and East; West of Fort William, 40c per lb., delivered nearest railway station; packed in 30 lb. and 60 lb. boxes.

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Will move a bag containing 60,000 logs,
in calm weather, 30,000 in a head wind.

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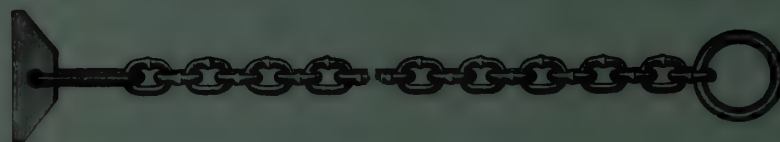
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It's Quality that counts in Clothes for Lumbermen

Warm waterproof clothing, will go a long way to keep the men contented and working well. "Carss" has always been noted for Quality and we mean to keep up that reputation.

Better send a card to-day for information. If you wish to see samples, let us know.

Carss Mackinaw Clothing Co., Limited

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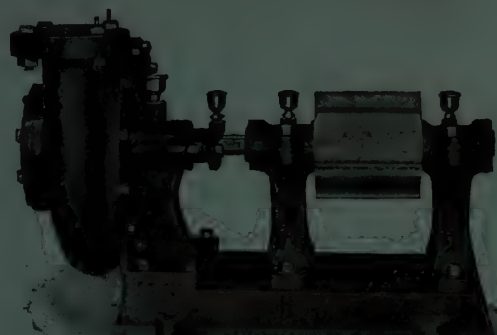
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The best belt for sawmills.

Atlas Asbestos Co., Limited
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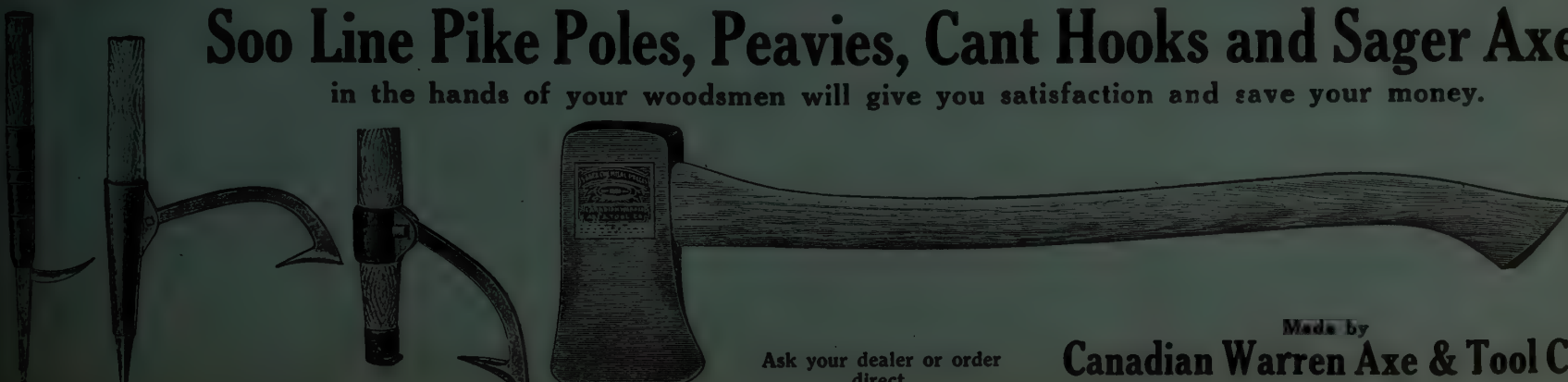
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THE SMART-TURNER MACHINE CO., LIMITED
HAMILTON - CANADA

Soo Line Pike Poles, Peavies, Cant Hooks and Sager Axes

in the hands of your woodsmen will give you satisfaction and save your money.



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AMERICAN WOOD WORKING MACHINERY CO.

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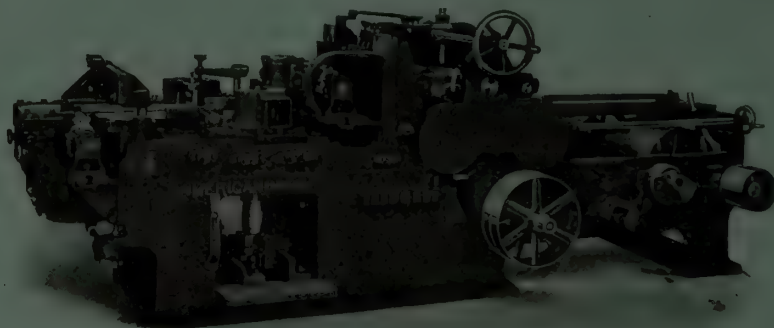
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American Model 5-77A Planer & Matcher

Everything is in this machine that is desirable in a high speed Planer & Matcher. The Automatic Belt Release and Tighteners; the built-in Cutter Head Knife Jointers for both top and bottom heads; a system of Feed Roll Gearing where there are no chains and sprockets or immediate gears; quick and accurate adjusting and positive locking Matcher Legs; micrometer adjustment of Feed Rolls and Platen, are features that put the model 5 ahead of all competitors.



American No. 34-C Inside Moulder

The general design and form of construction of the frame; the direct and simple system of Gearing; the massive Bed Plate supporting the Matcher Legs; the Side Clamping Boxes quickly removable for change of heads; the accurately fitted and easy adjustments throughout, are all features that make this the most up-to-date inside moulder on the market to-day.

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We expect our New Catalog off the press by the time this reaches you. Send your request for a copy to our representative in your territory.

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**Garlock Walker Machinery Co.
 Toronto, Canada**

Please send us a copy of the New American 12th Edition Catalog. We are in the market for the following machines:--

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MONTREAL

WINNIPEG

Spruce

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2 x 7 x 10/13 Scant	106,200 ft.
2 x 8 x 10/13 Scant	44,600 ft.
2 x 9 x 10/13 Scant	175,100 ft.
2 x 4 and up x 6/9 Scant	5,590 ft.
1 x 5 x 10/13	103,500 ft.
1 x 6 x 10/13	159,000 ft.
1 x 7 x 10/13	89,000 ft.
1 x 8 x 10/13	48,300 ft.
1 x 9 x 10/13	9,400 ft.
1 x 4 and up x 6/9	48,700 ft.

MERCHANTABLE SPRUCE

2 x 3 and up x 8 and up	88,000 ft.
3 x 3 and up x 8 and up	567,000 ft.
4 x 5 and up x 8 and up	75,000 ft.

CULL SPRUCE and JACK PINE

1 x 4 and up x 6/13	350,000 ft.
2 x 4 and up x 6/13 Scant	165,000 ft.

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1 x 8 x 10/16	100,000 ft.
1 x 9 x 10/16	45,000 ft.

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1½ - 4 ft. Spruce	525,000 pcs.
1½ - 4 ft. White Pine	825,000 pcs.

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Specialists in BRITISH COLUMBIA FOREST PRODUCTS

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Stock on Hand for quick shipment

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8 x 10- 12/16'	30,000	8 x 12- 12/16'	14,000'
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4 x 12- 12/16'	60,000	12 x 12- 12/16'	150,000'

Complete assortment 1"- 2"- and 3" White Pine

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Can Ship Immediately From Stock

B. C. and SPRUCE TIMBERS

Hemlock and Spruce Joists Rough and Dressed Lumber
Flooring (Hardwood and Softwood)
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STOCK DOORS & MILLWORK (All Kinds)

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THE LARGEST LUMBERING INDUSTRY IN NOVA SCOTIA

PRODUCTION 40 MILLION FEET PER ANNUM

Send us your enquiries for

Spruce, Pine, Hemlock or Hardwood Lumber
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Dry Pressed Baled Sulphite and Sulphate Pulp Chips

OUR SPECIALTIES:

Nova Scotia White Spruce and Hardwood Flooring

We are equipped with everything appertaining to Modern Saw Milling and operate from the Woods to the finished product.

If you want something special quickly, try us. We will cut, dry, work and ship within a few days from receipt of order.

We are located on the main line of the Halifax and South Western Railway and on Tidewater.

We Operate:

A Double Band Mill at Springfield, N.S., Capacity 120,000 ft. per day
 A Rotary and Gang at Mill Village, N.S., " 40,000 ft. per day
 A Rotary and Gang at Bridgewater, N.S., " 80,000 ft. per day
 A Planing Mill at Bridgewater, N.S., " 100,000 ft. per day

A Box Shook Factory at Bridgewater, N.S., Capacity 50,000 ft. per day
 A Dry Kiln at Bridgewater, N.S., " 100,000 ft. per day
 A Chipping Mill at Bridgewater, N.S., " 100 cords per day
 A Ground Wood Pulp Mill at Charleston, N.S., Capacity 40 tons Spruce Pulp per day.

PHONE: BRIDGEWATER 74

Vancouver Lumber Co.

LIMITED



View of our Fir Mill from log pond, Vancouver, B.C.

MANUFACTURERS OF
B. C. Fir, Cedar and
B. C. Hemlock Products

TWO LARGE MODERN
 MILLS AT YOUR SERVICE

Fir Finish
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"BIG CHIEF BRAND" SIDING
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701 EXCELSIOR LIFE BUILDING

Representative---C. J. BROOKS

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BRITISH COLUMBIA Mountain Spruce



We have a large stock of assorted sizes

Can ship rough or dressed

Have the following Choice British Columbia Mountain Cedar in Transit

2 Cars	1 x 4/12	6/18	No. 1 and 2	Common dis	13/16"
2 "	1 x 4/12	6/18	" "	"	dis 25/32"

Average width 8"

Our stock of Ontario White Pine, Red Pine, Jack Pine and Spruce is almost complete

Let us have an opportunity of quoting on your requirements

Quality unsurpassed

Prices reasonable



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AN IDEAL LUMBER MILL



**Running Continuously
All the Year Round**

Capacity, modern equipment, and shipment facilities are factors that combine to make the Fassett Lumber Mill one of the best in the country for quality and service.

We are now sawing hardwood and have five million feet of

**BIRCH, MAPLE
BASSWOOD, ELM
and ASH**

Put up on grade. Get in touch with us.

Large stocks of Hemlock and Spruce always on hand.

Fassett Lumber Company, Limited FASSETT
QUEBEC

LET SOMEONE ELSE TELL IT

Duke Johnston, Head of our Sales Department handed us the letter we reprint here with the suggestion that we use it in our next advertisement instead of doing all the talking ourselves. He says he has several such letters but as this one came in this morning we'll use it.

We admit we like to talk about our lumber every chance we get because we know it, we know it is well made and well graded, and we also know it is to our interest to ship lumber that will make you feel towards us the same as the customer who sent us this letter.

This tells how our customers appreciate the way we look after them when they place an order with us, and we are going right on giving that service and shipping that good quality lumber which prompted this letter and which has made so many good friends for us.

If you are not now a buyer of Union Lumber Company Lumber let us explain all about it by mail or by our traveller who will call at your convenience.

We Know We Can Satisfy You

UNION LUMBER COMPANY, LIMITED

**701 DOMINION BANK BUILDING
TORONTO CANADA**

HERE'S THE LETTER

Dear Sirs,

Your car G.T.R. 25289 has just been unloaded and I must let you know that this car of lumber is the best I think I ever received. I find it very satisfactory.

I want you to know that I appreciate the care you have taken in filling this order.

Thanking you

I Remain



Watson & Todd Limited OTTAWA

1" to 3" WHITE PINE
All Grades and Widths

1" to 6" NORWAY

Registered



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**Export Trade
Our Specialty**

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Trade Mark

The Harris Tie & Timber Co.

Limited
Ottawa - Canada

**Lumber - Lath - Shingles
Cedar Poles and Posts
Railway Ties - - Piles**

KEEWATIN LUMBER CO., LTD.

Manufacturers of White and Red Pine, Spruce and
Poplar Lumber, Boxes, Shooks, Lath and Ties.

Dry White Pine Uppers and Factory Plank

Dry White Pine Common Boards

Also BOX and CRATING STOCK
in PINE, SPRUCE and POPLAR

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STEARNS SELECTED Lumber and Timber

**Hardwood, Hemlock
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We have a complete assort-
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All thicknesses and grades in
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The modern Red Cedar Shingle, properly laid, provides an ideal roof for a lifetime—three layers of a perfect non-conducting, weather-defying, decay-resisting material.



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Good average widths and lengths

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Dimension	Siding	Interior Finish	Ship Timbers
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Having decided to discontinue saw mill operations at Penetang have the following machinery for sale. This machinery is all in operating condition and is open for inspection at Penetang, Ont.

Mill Machinery

Extra heavy log haul-up works with inch round and flat chain, 128 ft. centres.
2—Waterous log unloaders or kickers, 3 arms, 10 in. cylinders.
1—Waterous log loader, 3 arms, 10-in. cylinders.
1—Waterous right-hand double cutting band mill, 11 in. saws, 8 ft. wheel, with 3-block carriage; 24 in. opening; Payette set works and dogs; 8 in. x 36 ft. steam feed.
1—Waterous double edger for 20-inch saws, lever shifter.
1—Payette double edger for 18-in. saws, lever shifter.
48—live rolls about 8 ft. long by 10 in. dia.; extra heavy, sprocket drive.
20—High cars with roller tops, 24 in. heavy wheels on 3 in. axles, standard gauge.
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Pulleys, gears, heavy line shafting and countershafting with bearings.
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We have a large stock of double and triple leather belting in widths from 10 in. to 46 in.

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3—Return Tubular Boilers, Goldie McCulloch make, 66 x 16, Dutch oven settings, 85 lbs. steam allowance Ontario Government.
Breeching and smoke stack for above boilers, 50 in. dia., newly painted, 600 ft. new ½-in. guy and plate for brick pier.
1—Northey boiler feed pump, outside packed, 8 in. x 5 in. x 12 in., for 3 in. suction pipe.
1—Pair Polson "Brown" type engines, coupled on quarters, 22 in. x 50 in., with 16 ft. x 48 in. belt, balance wheel. Excellent engines.
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1—Waterous band saw grinder for 6 in. saws.
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Hatchet band saw swages; Crescent circular saw swages; shapers and dressers.

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Booms and boom chains, ½, ¾ & 1".
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3 Cars 1 x 4 and up No. 3 Com. and Btr. Birch.

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3 " 12/4 " " " " " "

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Rotary mills at Chatham and Millerton
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Our Planing and Resaw plant makes it
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Rotary Mill at Millerton

Good opportunity for a mill business
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1 car 1 x 4 and up No. 1 M. C. White Pine.

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54,000 2 x 4 and up Merchantable Spruce.

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14,000 2 x 4—10/16 Merchantable Hemlock.

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4 cars 4" and up 8' Cedar Posts.

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Established 1905

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100 M. ft. 1 x 4 Mill Run Spruce, culls out.

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50 M. ft. 2 x 4 “ “ “ “

150 M. ft. 2 x 6 “ “ “ “

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40 M. ft. 1 x 4 “ “ “ “

7 M. ft. 1 x 5 “ “ “ “

13 M. ft. 1 x 6 “ “ “ “

60 M. ft. 2 x 3 “ “ “ “

17 M. ft. 2 x 4 “ “ “ “

25 M. ft. 3 x 5 “ “ “ “

40 M. ft. 3 x 6 “ “ “ “

40 M. ft. 3 x 7 “ “ “ “

35 M. ft. 3 x 8 “ “ “ “

20 M. ft. 3 x 9 and up Mill Culls, Spruce.

500 Pcs. Spruce and Red Pine piles for quick shipment, 20 to 50 ft. long.

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1st and 2nds	1,000'	45,000'	15,000'	14,600'	37,200'	12,000'	10,000'	3,500'
No. 1 Com.	3,000	33,000	42,000	34,000	55,000	10,000	8,000	3,000
No. 2 Com.		19,000	2,000	2,500	8,000	1,200	1,800	200
		CYPRESS						
1st and 2nds		24,000'	44,000'	27,000'	27,000'	32,000'	400'	3,000'
Selects		44,000	55,000	15,000	72,000	24,000	34,000	12,000
No. 1 Shop		13,000	200	700	2,200	2,400	500	3,500
		HARD MAPLE						
1st and 2nds	1,000'	30,000'	30,000'	10,000'	90,000'	13,000'	15,000'	14,000'
No. 1 Com.	3,500	118,000	14,000	82,000	163,000	63,000	60,000	33,000
No. 2 Com.		12,000	4,600	5,200	24,000	2,000	26,000	14,000
		SOFT MAPLE						
1st and 2nds	2,000'	14,000'	1,800'	8,000'	30,000'	23,000'	20,000'	2,800'
No. 1 Com.	1,000	17,000	1,300	5,400	2,000	3,500	30,000	2,900
No. 2 Com.		1,500	700	1,000	11,000	1,300	12,000	
		PLAIN RED OAK						
1st and 2nds	4,200'	69,000'	20,000'	30,000'	57,000'	69,000'	33,000'	24,000'
No. 1 Com.	7,000	84,000	44,000	36,000	130,000	58,000	26,000	15,000
No. 2 Com.		53,000	1,400	3,000	14,000	14,000	8,000	1,300
		PLAIN WHITE OAK						
1st and 2nds	2,600'	17,000'	13,000'	8,500'	47,000'	37,000'	34,000'	12,000'
No. 1 Com.	4,000	64,000	20,000	20,000	172,000	210,000	195,000	56,000
No. 2 Com.		56,000	3,500	1,000	50,000	16,000	36,000	2,000

IMPLEMENT GRADE WHITE OAK (free of heart)

60,000 ft. 1 1/2 in. 100,000 ft. 2 in. 100,000 ft. 2 1/2 in. 100,000 ft. 3 in. 45,000 ft. 4 in.

SOUND SQUARE EDGED WHITE OAK

About 400,000 ft. 2 in. and 3 in. x 6-8-10-12-in. and up to 10 in. x 10 in.

We also carry a nice stock of Ash, Basswood, Cherry, Gum, Hickory, Quartered Oak, Poplar, or Whitewood, Crating, etc.

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 1 car 1 1/2 in. No. 1 Com. W. Ash.
 1 car 1 1/2 in. No. 1 Com. W. Ash.
 1 car 2 in. No. 1 Com. W. Ash.
 1 car 1 1/2 in. No. 2 Com. W. Ash.
 1 car 3 in. No. 2 Com. W. Ash.
 1 car 1 1/2 in. 1st and 2nds Bass.
 1 car 2 in. 1st and 2nds Bass.
 2 cars 1 in. No. 1 Com. Bass.
 2 cars 1 1/2 in. No. 1 Com. Bass.
 3 cars 1 in. No. 2 Com. Bass.
 1 car 1 1/2 in. No. 2 Com. Bass.
 1 car 1 1/2 in. No. 1 Com. Beech.
 1 car 1 in. 1st and 2nds on one face Cherry.
 1 car 1 in. No. 1 Com. Walnut.
 1 car 1 in. No. 2 Com. Walnut.
 1 car 1 in. 1st and 2nds R. Gum.
 1 car 1 1/2 in. 1st and 2nds R. Gum.
 1 car 1 1/2 in. 1st and 2nds R. Gum.
 1 car 2 in. 1st and 2nds R. Gum.
 8 cars 2, 2 1/2 and 3 in. Sound Beech and Maple Road Plank.

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Any or all of the following, from Wm. Peter estate—
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 - Track and Flat (new).
 - 1 Steam Nigger, Waterous Co.
 - 1 Steam Loader, Waterous Co.
 - 1 right hand Champion Edger (Waterous Co.), 48 inches, 3 stationary saws, 2 movable saws.
 - 1 left hand Hamilton Edger, 54 inch, 4 stationary saws, 1 movable saw.
 - 1 Engine, 14 x 20 slide valve, Payette fly-wheel, 5 ft. diameter, 30 in. face.
 - 1 Engine, 11 x 18, slide valve, Inglis & Hunter fly-wheel, 6 ft. diameter, 16 in. face.
 - 1 Patterson & Berryman Water Heater.
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 - Special Heavy Forged Chain, about 800 feet.
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For Refuse Burners, Boiler Settings,
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We make a special brand of Fire Brick for each separate condition. Our many years in this field proves our ability to market a product that will support our good reputation. You want to get the most out of your business. Pay careful attention to this vital part of the plant. Write us the nature of your requirements. We will go into the matter carefully with you

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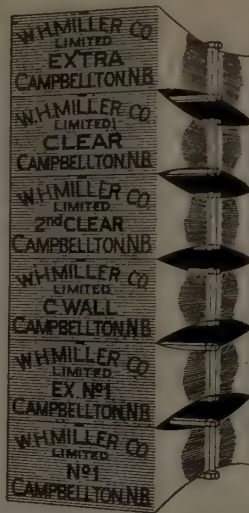
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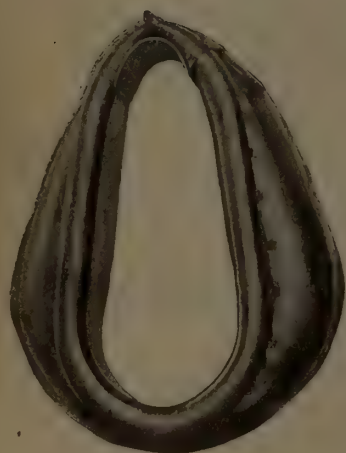
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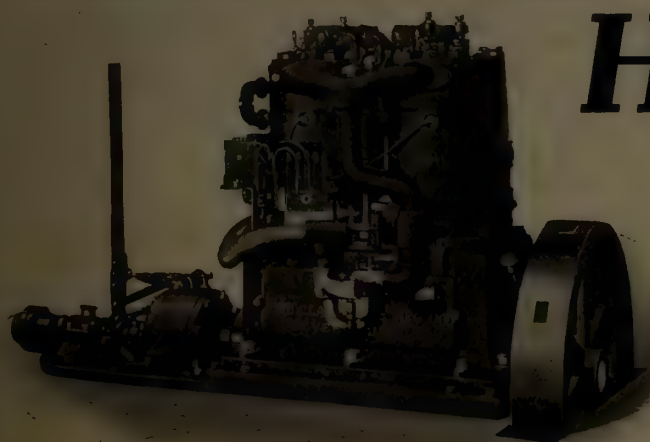
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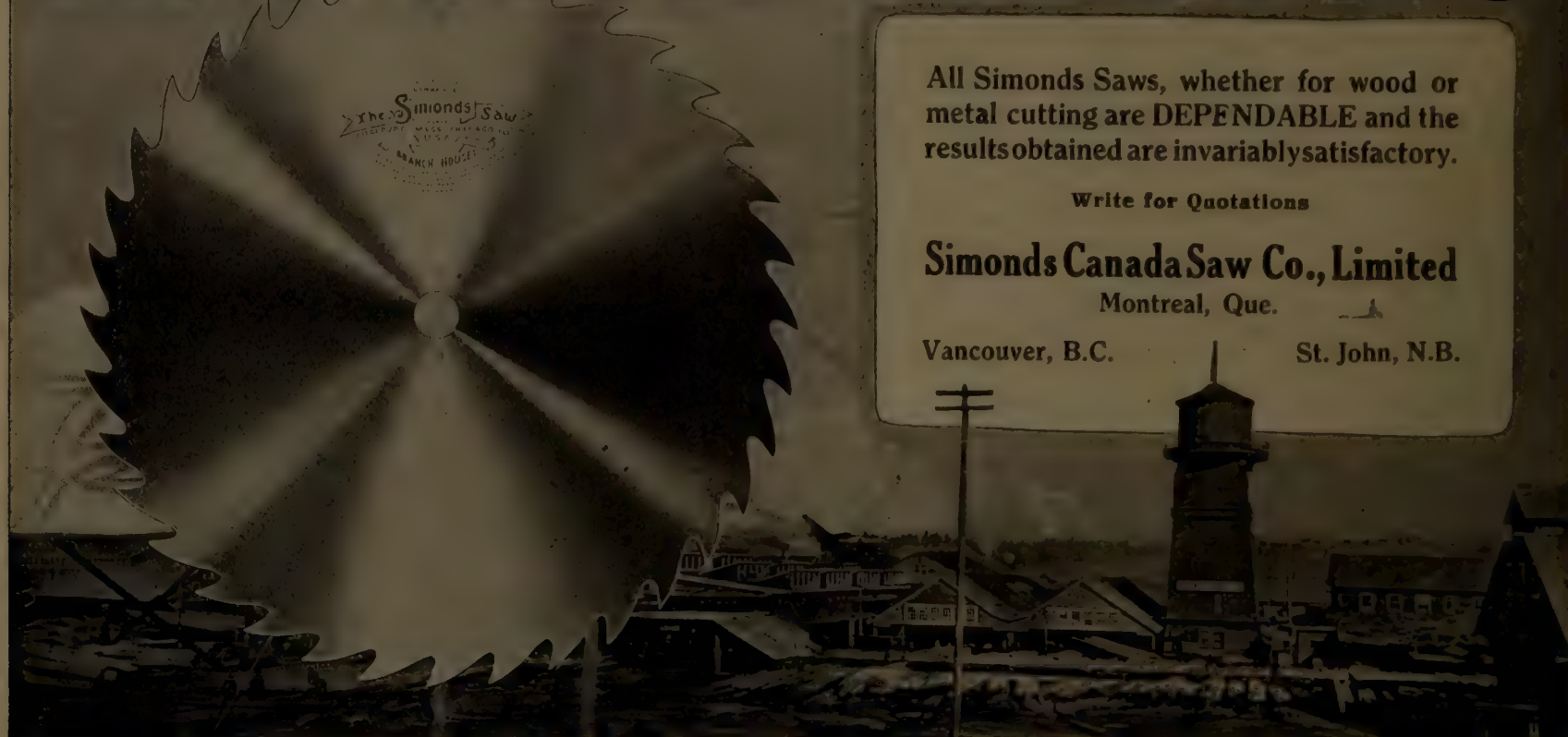
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Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

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Toronto, February 15, 1919

No. 4

What Organization is Doing for Lumber Industry in Canada

These are epoch making days, not only in the history of the world, but in its varied activities and achievements. New conditions present new problems for solution and call forth the best thought, judgment and energy of the leaders in every line of industrial undertaking. The lumbermen of Canada have seen a vision and dreamed a dream that some day they hoped would be realized. Toward this end much was accomplished at the session of the Canadian Lumbermen's Association in St. John, N. B. Many progressive steps were taken and this national association, which has demonstrated its worth and efficiency in the past, will be of increasing usefulness and benefit in the future.

The great industry which has been one of Canada's leading operations, will continue to prosper in the days of peace, and in order to stabilize conditions and obtain a better grasp of production, sales and shipments, a statistical service will be instituted. This information will prove both timely and valuable to the members. Co-operation had reached such a high level that no longer does one manufacturer seek to conceal desirable data from another, but works with him in unity toward a common cause, all of which affords ample evidence of the broadening effect of association. Monthly statements of the amount of lumber cut, on hand, sold, and the figure obtained for the same, will present an index of what conditions prevail in the trade, and accordingly, will enable manufacturers to adjust supply and demand. There will be no groping in the dark, no speculative element, but a sound, firm basis of understanding that should prove both helpful and valuable to every member of the trade.

Another decisive move was calling for an accurate survey of all the standing timber in Canada, cut-over lands, facilities for transportation, etc., and asking the Federal and Provincial authorities to furnish adequate financial assistance for implementing this important project. Every mill takes an inventory of its stock and assets each year, and why should not the Nation, which, after all, is a great business institution, have some definite data regarding its resources. All guess work should be eliminated, and in these days when the export business is looming so large, Canada should be in a position to state definitely what she has, where she has it, how it can be supplied, when, etc. A step in this direction has already been made by New Brunswick, which province is to be congratulated on taking the initiative. If the other provinces will only follow, the great end sought will be attained.

Many other important phases of lumber activities were touched upon at the convention which will stand out as one of the most progressively managed and fruitful in results of any ever held. The membership has grown rapidly and as long as the Canadian Lumbermen's Association has for its aims and ideals, plans and purposes, such worthy propaganda as is being undertaken at the present, its success and future prosperity is assured. Every effort will be made to see that attention is given to the export business, which will be conducted through pre-war channels. Canada can supply the needs of Great Britain, and it is anticipated that as soon as the necessary ocean transportation facilities are afforded large orders will be placed with this country.

To become strong and enduring, progressive and permanent is the logical ambition of every organization, and that this zenith of hope is being reached by the Canadian Lumbermen's Association is demonstrated by the decision of the Eastern Spruce Manufacturers to join the ranks and become a live section of the parent body. It is probable that the white pine manufacturers will follow and create another section; thus the nucleus is formed for several branch bodies all working out their own individual problems and devoting particular attention to matters that immediately concern their respective angles of the industry, yet at the same time contributing their strength, influence and prestige to the weal and upbuild of the one great organization familiarly known as the Canadian Lumbermen's Association.

President Power sounded a high note of optimism and inspiration in his stirring address, and three or four points will bear emphasis. They are, that Canada to-day needs workers and not shirkers; that the lumberman will do his part in the great process of reconstruction; that there must be co-operation between all the lumber interests of the Dominion and those of our good friends on the other side; and that all factors in the trade should put their cards down on the table face up and play the game like men. That the president possesses splendid vision is evidenced by his prediction, that there is no valid reason why Canada should not in the next quarter of a century become one of the greatest and most outstanding countries in the world. He did not forget to add that it would mean work, service and co-operation on the part of every true, patriotic and alert Canadian. What higher ideal or better motive can inspire the average citizen than this trinity of attributes—work, service and co-operation.

Canadian Lumbermen's Association Annual

Splendid Convention Held in St. John—National Timber Survey—New Statistical Service—Twenty-one Directors Elected—Quebec City in 1920

The eleventh annual convention of the Canadian Lumbermen's Association, which took place in St. John, N. B., on Wednesday and Thursday, February 5th and 6th, was by unanimous accord declared to be the most successful and important gathering ever held in the annals of this national organization.

There are so many outstanding features, progressive moves and large undertakings as a result of the two days' session that no comprehensive survey can be presented in a brief introduction. Every part of the report of the committees, the wording of the resolutions, which were adopted, and the points brought out in the various addresses—all appearing on the following pages—are worth careful study. The convention struck a new high note in endeavor and achievement. It has become broadly national in character and representative of the most enlightened and aggressive interests of the great lumber industry of the Dominion.

The hospitality of the people of St. John and the lumbermen of that city needs no extended reference. Actions spoke louder than words and the tribute heard from the lips of the visitors must have been gratifying to even the modest members of the local committee who carried the arrangements through with such satisfaction and enthusiasm. Never has a welcome been accorded the lumbermen that equalled the reception tendered them at St. John and in saying this, one is putting the case rather strongly, for the Canadian Lumbermen's Association have been warmly greeted in other cities. St. John set a new pace and planted the flag pole a little higher up the heights of good fellowship and kindly interests than ever before.

The sessions were held in the assembly room of the St. John Board of Trade, and the head-quarters of the delegates was at the Royal Hotel. At the opening sederunt on Wednesday, February 5th, addresses of welcome were made by Mayor R. T. Hayes and R. B. Emerson, president of the Board of Trade. Both referred to the important lumber industry in New Brunswick and the high place which the manufacturers of wood products held in the esteem, progress and stability of the several communities. Mayor Hayes stated that in spite of the great quantities of lumber that have already been cut in New Brunswick there still remained large areas yet untouched and in the days before the war shipments had gone forward to many countries overseas. The prospects of the resumption of foreign trade were exceptionally bright. In the last year or two there had been a revival of the wooden shipbuilding industry, and one result was seen in the successful launching which the delegates had visited the previous day. Referring to the future Mayor Hayes felt convinced that in the reconstruction period the business men of the country would do their share and play their part nobly. Among the leaders in this would be the lumber manufacturers of Canada who represented the best and biggest men in every community. After touching upon recent developments in St. John, Mayor Hayes again bid the delegates welcome.

Birthplace of Canadian Lumber Industry.

President Emerson, of the Board of Trade, in his remarks, said it afforded him the greatest pleasure to welcome the members of the Canadian Lumbermen's Association to St. John, and in the course of an able review of the activities of the province said in part:

It is peculiarly fitting that an organization representative of the lumber interests of Canada, whose sphere of membership extends from ocean to ocean, and from the American frontier line to the Arctic circle, should come to St. John—to the Winter Port of Canada—to sit in convention and at the same time to observe what facilities the port possesses to handle such portions of the lumber traffic of Canada as may seek a passage through its portal.

St. John, I think it might fairly be claimed, if not the birthplace of the Canadian lumber industry, was at least one of the first to adopt it.

As early as 1783, when the United Empire Loyalists came to St. John to carve out of the wilderness homes for themselves, there were men here employed in the lumber business. No doubt our Loyalist forefathers recognized the great asset that they possessed in the forest wealth around them, and the history of St. John from that date to the present time has abundantly justified their foresight. It was the forest wealth of New Brunswick that helped to make St. John what she is, one of the finest and most progressive cities in Eastern Canada.

With the lumber cut of the province you are doubtless familiar. During the first year of the war there were shipped through this port overseas, in round numbers, 140,000,000 superficial feet of spruce deals,

4,500,000 superficial feet hardwood plank and 1,611 tons of birch timber. The game resources of the province yielded the provincial government in licenses over \$42,000 in 1917. Oil and natural gas form a very important provincial asset. In 1917 there were twenty-three producing wells in the province, the consumption of natural gas amounted to 743,000,000 cubic feet. In gypsum, the production in 1917 was 33,000 tons. In addition to these resources the province possesses promising deposits of antimony, tungsten, copper, manganese, fire clay, infusorial earth, iron and granite.

In conclusion, let me again on behalf of the board of trade, extend a welcome hand to your association. It is our hope and desire that as a result of the wise deliberations of this body and of a prudent conservation of the forest wealth of the province, the lumber industry will continue to grow and to prosper. Let me also express the hope that you may have a very successful and pleasant session of your body.

President Power suitably acknowledged the addresses of welcome and thanked the speakers for their kind references.

President Power Reviews Year's Work

W. Gerard Power, of St. Pacome, Que., President of the Canadian Lumbermen's Association, in an able and comprehensive address, before that body, at the St. John gathering said:

It gives me particular gratification to meet so many old friends, and some new ones, at this, the eleventh annual convention of the Canadian Lumbermen's Association.

The lumber trade of Canada has done its share in the World War during the past four years. It has been represented in all departments of the war machinery, from the private in the trenches to Major Generals. Some of the older lumbermen have lost their sons, and the trade has lost future lumbermen, and I am sure the deepest sympathy goes out to all who suffered through the terrible four years.

Now that the armistice is signed, and the final signing of peace is only a few months off, the lumbermen have another task before them, during the reconstruction and demobilization period, and members of the trade will not be found wanting, and will be the first to answer any call that may be made by their country, that will bring general prosperity.

All Restrictions Should Be Removed.

The trade has had its ups and downs during the four years, and at times it looked very dark for some of its branches, but now that conditions have changed, I certainly think that all restrictions should be removed and trade made free. This would lift the uncertainty felt in certain branches of the industry, would bring general prosperity to the trade, and to the country. The quicker this matter is definitely settled the better for all. This is no time to play a waiting game, and if action regarding restrictions is not settled at once, the trade may suffer, and if they do, the country will also feel the effect.

With these questions settled I am convinced that there is no reason for us to be worried as to the future. No one can doubt for a second, that the requirements of lumber for the United Kingdom and Europe will be enormous, and what is required now is to get the necessary machinery working in a free way, and get the question of tonnage settled.

The financial position of the various nations of the world has been very seriously changed, and we find the United States occupying a very strong position in this regard. I will not burden you with a mass of figures, but it is sufficient to say that notwithstanding all that has taken place, London must still be regarded as the world's financial centre, and the ability to pay on the part of the British Empire, has never been more forcibly brought forward than in the four years' struggle that Empire has gone through.

Heartiest Co-operation is Necessary Now.

Canada to-day is establishing credits for hundreds of millions of dollars, forty million dollars having been ear-marked for lumber alone. The discussion, which will follow, will show what part the Canadian Lumbermen's Association has had in connection with this matter, and I need not refer to it further at this time, only to say that at no time in Canada's history has it been so absolutely necessary that there

Aggressive Officers of Canadian Lumbermen's Association



W. Gerard Power, St. Pacome, P.Q.,
Re-elected President of the C.L.A.



D. McLachlin, Arnprior, Ont.,
Re-elected Vice-President of the C.L.A.



Frank Hawkins, Ottawa, Ont.,
Secretary of the C.L.A. since its inception



W. E. Bigwood, Toronto, Ont.,
Elected a director for three years



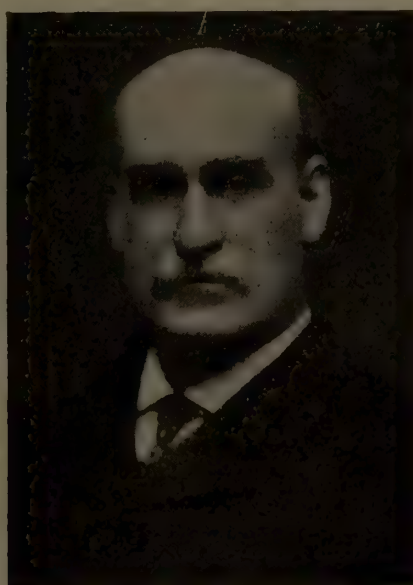
Gordon C. Edwards, Ottawa, Ont.,
Elected a director for three years



A. E. Clark, Toronto, Ont.,
Elected a Director for three years



Angus McLean, Bathurst, N.B.,
Elected a Director for three years



Alex. MacLaurin, Montreal, P.Q.,
Elected a Director for three years



Sir D. C. Cameron, Winnipeg, Man.,
Elected a Director for two years

should be the closest co-ordination and co-operation, not merely between the various commercial units, but there must be, if we are to realize our full destiny and safeguard the interests of those who come after us, the heartiest and most sympathetic co-operation between the various large industries of the country with Government agencies, and also with the so-called laboring classes. In your hands is a type-written reprint of an address, which was delivered by Mr. John H. Kirby, at the annual banquet of the National Wholesale Lumber Dealers' Association, New York City, in March last. This address is not intended as a reflection in any way on the regular trades unions. It is a warning to the workers of the country to beware of the insidious, and therefore, more dangerous Bolsheviki propaganda which seems now to be running riot throughout the world.

Workers and Not Shirkers are Needed

It is to be hoped that some resolution will be introduced during this Convention that will deal especially with this feature. Care should be exercised by the Government to see that only the proper kind of labor is allowed to come into this country. What Canada needs is workers, not shirkers, individuals who are able to earn their living with their hands and brains, not with their mouths. Efficiency and loyalty should be the passport admitting foreign labor into Canada.

There must be co-operation between the financial and the commercial and industrial interests. No longer will the individual interests be permitted to dictate or dominate; all must serve, and all must co-operate. Then too, there must be co-operation between industries in those countries which have been during the war, and still are, Allies. I make particular reference in this regard to the absolute necessity there is for co-operation between the lumber interests of Canada and those of our good friends on the other side of the line. Let us all determine to put our cards down on the table face up, and play the game like men.

There is one question that I would like to refer to before closing my address, and it is this: there is in the process of formation, an Eastern Spruce Association; I believe that this is in the direct line of progress, and it will prove to be of considerable benefit to those interests. If the Canadian Lumbermen's Association can be of service to the new Association, it will be our pleasure, as it is our privilege to do so.

The Value of Canada's Standing Timber.

Another point to which I would call particular attention of the operators and manufacturers, is that they do not appear so far to have sufficiently appreciated the value of their standing timber.

At a meeting of the National Lumber Manufacturers' Association, held in Chicago, November 23rd last, a very important resolution

which asks for an adequate appropriation for timber census, was adopted. I think we could not do better than adopt a similar course, and a resolution accordingly will be presented to you.

There was another resolution adopted at the above mentioned meeting which has a very important bearing on Canada, namely: reciprocal lumber duties requested.

The resolution can, of course, only apply to Canada, and no doubt it is our War Tax that is aimed at. At the same time it would be a calamity if the United States adopted a reciprocal duty in this regard. I refer to this matter in this way in order that it may be fully discussed.

It will be remembered that on April 15th, 1912, the Dominion Royal Commission was appointed, and the final report of their investigation in all parts of the British Empire was submitted to the British House of Commons in March, 1917. These recommendations will probably in a large part form the basis for future action, and lumbermen will undoubtedly be called upon to co-operate with the Government authorities in this regard. I would commend to our members a careful study of this final report which no doubt you will find on the files in your public libraries, or Boards of Trade.

Canada Able to Tackle Any Problem.

What Canada has done during the last four years was done under the stress of war, but it has shown to Canadians what a splendid country we have, and that there is no problem too big or too difficult that Canada may not undertake and solve. Canada's future was never brighter than at the present time, notwithstanding the fact that Canada has never had to face the problems in times past that now confront her. But the genius of her people has been demonstrated in a thousand ways, and given wise statesmanship which will harken to the advice of those experienced in the big commercial, industrial and agricultural affairs of the country, there need be no pessimism felt with regard to the ultimate destiny of this great Dominion.

In my view there is no reason why Canada should not become within the next twenty-five years, the greatest and most prosperous country in the world, but it will mean work, service and co-operation.

I cannot close without expressing my very keen appreciation of the loyal help I have received from the members of this Association during the time which it has been my privilege to occupy the position of president. I need hardly say that so far as in me lies, it will always give me pleasure to be of any assistance to the Association, or to any member, and I wish you all a most happy and prosperous year.

It was moved by Alex. MacLaurin, of Montreal, and seconded by Angus McLean, of Bathurst, N. B., that the address of President Power be adopted and printed for general distribution among the members of the Association. This was carried unanimously.

EXECUTIVE COMMITTEE AND ITS WORK DURING THE YEAR

The report of the Executive Committee of the C. L. A. was read by Walter M. Ross, of Ottawa, as follows:

On November 11th, 1918, an armistice was signed between the belligerent nations, terminating for the time being at any rate, the greatest war the world has ever seen. The transition from a war basis to a peace basis calls for the most earnest and enthusiastic service and co-operation on the part of everybody, and your Executive Committee, in laying down its reins of office, therefore bespeak for their successors, the most sympathetic and prompt assistance of every individual member.

There have been some very important points dealt with by your various committees during the past few months, and we therefore are dealing at considerable length with these matters.

On the 26th of November a meeting of your directors was called to be held at the Windsor Hotel, Montreal, at 10 a.m., the following being present:

Mr. W. Gerard Power, President, Messrs. Dan McLachlin, W. E. Bigwood, Gordon C. Edwards, Arthur H. Campbell, A. E. Craig, R. G. Cameron, P. C. Walker, W. C. Laidlaw, A. E. Clark, Geo. A. Grier, Jas. G. Cane, Wm. Thos. Mason, Duncan McLaren and Angus McLean.

That meeting showed that our Eastern friends had been in Ottawa engaged practically on the same work which we had been endeavoring to do, thus duplicating without material advantage to anyone, either to the lumber business or the Government, and it was felt by co-operating with the Canadian Lumbermen's Association our Eastern friends would be able to accomplish possibly better results, and sixteen firms in New Brunswick, Nova Scotia, and Quebec joined our ranks. Among the suggestions discussed at this meeting were the following:

1. Increased production of lumber desirable, so as to provide

employment for returned soldiers and munition workers released from their recent employment owing to the signing of the armistice.

2. That the Dominion Government be memorialized with a view to obtaining from the British Government restoration of the conditions so far as the export of lumber and timber is concerned, to pre-war conditions, also the question of ocean space and ocean freights thereon.

3. The proposed changes in Stop Off regulations, etc., etc.

Dealing with the subjects in this order a resolution was adopted that the President be authorized to co-operate with the Canadian Pulp and Paper Association and any other organization of the kind, regarding the re-establishment of returned soldiers to civil life in Canada, it being understood that any expense incurred in this work should be paid between the Provincial and Federal Governments.

It was resolved that the Secretary communicate with the Minister of Labor, urging that no definite action be taken relative to discharging alien labor until the exact condition of affairs is known, and until there is an available supply of efficient labor to take their places.

Your Association has co-operated with the Department of Labor in this regard, and there have been a number of interviews and considerable correspondence with the Minister of Labor as a result.

Export to Great Britain

In accordance with a resolution passed at the directors' meeting, representations were made to the then War Trade Board, and on December 2nd a cable was sent by that Board to London, stating our views, and asking if the British Timber Controller would permit importation from Canada. This resulted in a cable being received asking what quantities of lumber could be supplied per annum for export to Europe, giving the quantities that could be shipped

from Atlantic and Pacific ports respectively. To this we replied on December 10th, as follows:

Estimated lumber on hand Quebec and Maritime Provinces, spruce 1,000, pine 100, other woods 100; Ontario, pine 700, spruce 100, other woods 100; of which about one-third are in sizes usually exported to British market. Anticipated supply these Provinces next year 50 per cent. of foregoing. British Columbia estimated production of fir 25 monthly, aeroplane residue spruce on hand 16. Figures are millions of feet board measure."

The resolution which was finally presented to the Hon. Sir W. T. White, Minister of Finance, and Acting Prime Minister, and also to the Hon. Sir A. K. McLean, Acting Minister of Trade and Commerce, reads as follows:

Moved by W. C. Laidlaw, seconded by W. T. Mason:—

1. That Canadians demand a fair share of the trade created by the re-construction programme of Europe, as a right, for their share in the war.

2. That the repeal of war legislation be carried out as soon as possible, and the establishment of a substantial financial credit in Canada for the above purpose

3. That the lumber industry shall be adequately represented on any Export Commission that may be appointed by the Federal Government.

4. The Federal Government to arrange for export banking facilities.

5. That this resolution be submitted to the Hon. Sir W. T. White, Minister of Finance and Acting Prime Minister, to be cabled to the Right Honorable Sir Robert L. Borden, in England, which was unanimously concurred in.

As the result of these combined resolutions a long cable was transmitted to the Canadian Trade Commission here by Sir Robert L. Borden through the Canadian Trade Commission in London. For the information of members it may be stated that the former War Trade Board, and subsequently the Imperial Munitions Board went out of existence, and their places have been taken by the Canadian Trade Commission, the chairman of which is Sir Charles Gordon; with Messrs. C. B. McNaught and H. B. Thomas.

After many interviews a cable reply was sent January 10th, raising substantially the following questions:

1. Is all timber to be purchased for account Timber Controller by brokers and importers, and to be held as national stock and distributed under Controller's directions?

2. How and where will inspection be made and who will represent British purchasers here?

3. Procedure as to payments?

4. Your cable states timber controller's method is to ask all timber brokers in U. K. to purchase definite quantity Canadian timber.

5. What is meant by "Timber broker"? To whom will we furnish list Canadian producers, as intimated, and what information is required as to them and their products?

6. What procedure has Timber Controller in mind when he states he will guarantee every producer will be afforded opportunity of competing?

7. Presume shipping will be arranged for.

8. Understand usual channels pre-war timber business between U.K. and Canada largely conducted through established export firms. State specifically how new procedure will vary former methods, if at all.

9. Is it intention to depart from pre-war grades, thicknesses and widths as known to trade, and if so what will be accepted? Necessary to have fullest information promptly so that we can intelligently advise inquirers.

To the time of writing this report no further communication has been received from Canadian Trade Commission here, excepting that until British Government decide as to continuance of restrictions answers to these queries cannot be made.

Trade Acceptances

It will be remembered that this matter was taken up by this Association, and the reports received from the United States indicate that trade acceptances, so far as that country is concerned, have come to stay. The suggestion has been made that owing to the provisions of the Bank Act, whereby a debtor, knowing at the time that he is practically insolvent, may obtain goods on credit to be paid for by note, and in the event of his failure before maturity thereof, the bank lien can take the whole property, and the seller has no recourse but to rank, after all the banking indebtedness has been cleared off. After the endorsement, "The obligation of the acceptor hereof arises out of the purchase of the goods from the drawer" it read: "and it

is specifically agreed between all parties that ownership of the property governed by the within instrument, shall not pass from seller to buyer, until all the requirements hereof have been fulfilled," we think that this would fully protect sellers.

Side Cut From Aeroplane Spruce in United States

There have been many reports as to the quantity of spruce remaining after the aeroplane stock has been taken out, but no figures, even approximately, have been obtainable which could be regarded as being reliable. It is stated, however, that the United States Government has taken action in this matter and we understand an arrangement has recently been made by the President and a small committee of the National Wholesale Lumber Dealers' Association in New York City, whereby it is expected that an inventory of all spruce lumber in the Government's hands according to location, kind, grade and thickness, will be made, and that the lumber will be disposed of on a plan to be adopted by the Government Department in consultation with the National Lumber Dealers' Association, who will endeavor to dispose of this stock in such a way that it will avoid the demoralizing of the market, and at the same time preserve the Government from unnecessary loss. If it is deemed advisable, perhaps some member will feel disposed to move a resolution in connection with this matter.

Bankruptcy Act

At the last session of parliament the proposed Bank Act for the Dominion was introduced by Mr. S. W. Jacobs, M.P., but did not become law, owing to the fact that Parliament prorogued before it reached its third reading. It is altogether likely that the Bill will come up again next session. It is desirable that there should be some legislation of this character, and the Bill as finally submitted to the House is regarded as being fairly satisfactory. Of course revisions may be necessary from time to time as conditions may vary, but we think you should authorize the incoming Executive to deal with this matter, and a resolution has been prepared.

War Purchasing Commission

This Commission which was formed during the early stages of the war is to be continued as a permanent Federal Purchasing Commission. The intention is that purchasing officers of the various departments will continue to send out applications and receive tenders for supplies of all kinds. When these tenders have been received they will be passed upon by the Purchasing Agent, and then forwarded to the Dominion Purchasing Commission, who will decide finally as to where the order is to be placed. Mr. W. B. Bartram is Assistant Director of this Purchasing Commission, and will, we understand, have full charge of all lumber purchases for Dominion Government requirements.

Timber Limit Tariffs

As a matter of record the Province of Quebec adopted the following stumpage dues, which can come into effect at the beginning of 1918-19, and are as follows:

For the first five years, \$2.60, per thousand feet; second five years, \$3.00. Red pine, \$2.00 for 10 years; spruce, first five years, \$1.60, second five years, \$1.80; cedars, \$1.40 for ten years; cedar ties, 10 cents for ten years.

Beginning May, 1919, ground rents will be as follows:

\$6.50 for first five years, \$8.00 for second five years.

The above stabilizes the above tariffs for a period of ten years.

Membership

It is with great gratification that your Executive Committee announces the increase in our membership from 97 a year ago to 128 at the time this report is written. The problems which will follow as a result of the peace negotiations now pending, will call for the very best and ripest judgment that the lumbermen of the country can provide. We, therefore, urge upon each individual member his obligation and privilege in this regard. The question of giving information when called for, is one of the essential things, and it is to be distinctly understood that all information furnished to our Secretary is for the purpose of being consolidated, and will not be used in any respect for the personal advantage of any individual member. As an Association, therefore, we ought to pledge ourselves to this extent. The past experiences are ancient history, and serve no absolute criterion for future guidance. The new conditions must be met with new solutions. The future is ours to make or mar.

We desire to take this opportunity of thanking the Trade Press for the advance notices of our Convention here in St. John, and in this connection we would mention the following: Canada Lumberman and Wood Worker; New York Lumber Trade Journal; American Lumberman; Lumberman's Review.

On motion of Geo. W. Grier of Montreal, seconded by D. Champoux, of Pestigouche, Que., the report was adopted.

THE TRANSPORTATION COMMITTEE REVIEWS CONDITIONS

The report of the Transportation Committee was read by Walter C. Laidlaw, of Toronto, as follows:

During the year just closed there have not been any occasions when it has been necessary to appear officially before the Board of Railway Commissioners.

The period of readjustment, however, will require the constant and most careful attention of your incoming Transportation Committee, and we can only make a general statement in this report as to the conditions which exist to-day.

Ocean Freight

The British Government has not released spaces on ocean vessels for regular commercial purposes, excepting lumber to the extent of 15 per cent. of the available cargo space, and so far as the lumber and timber business is concerned the Timber Controller of Great Britain still controls. The transition from rates which have obtained during the war, back to anything like normal rates, will require the most careful and gradual changes in order to avoid chaotic conditions. While this primarily is a matter for the export trade to consider, the effect one way or the other will be felt by every lumberman in Canada. We, therefore, urge upon the incoming directors the advisability of appointing a very strong and active Transportation Committee for the coming year. The action of the United States Government at Washington in attempting to provide employment for the volume of tonnage which they have acquired and built under stress of war, produces a condition which is calculated to menace the British Mercantile Marine, if the latter is to be continued in use for the return of soldiers and war equipment to home lands. The proposition also on the part of the United States Government to wipe off a billion dollars from the war costs of the United States shipping, on an estimated valuation of three billion dollars, will be a tremendous help to American shipping in placing them in the forefront of keen competition as world's carriers. The recent reduction in existing freight rates from United States ports to ports in South America, Asia, Japan, Australia and Africa, amounted to from 25 per cent. to 30 per cent. A statement recently made indicated by the end of the year the United States had already, or in process of construction, some twenty-five million tons dead weight of ocean carriers. For comparison a statement in your hands, reprinted from the Montreal Gazette, January 11th, shows the sacrifice that Great Britain has made in order that the world war might be won. This Association has had correspondence placed before them from J. B. Eccleston, Special Lumber Representative, United States Shipping Board Emergency Fleet Corporation, Washington, D.C., offering to sell some of the American ships on advantageous terms to carry Canadian lumber.

Freight Rates

As you are aware the domestic and United States rates on lumber have been increased during the period of the war by 15 per cent., with a minimum of 1c. per hundred lbs., and subsequently by an additional 25 per cent. with a minimum of 5c. per hundred lbs. These advances were given in view of the assertion by the Canadian Railways that a bigger revenue was necessary in order to avoid going into the hands of the Receiver. As you all know the McAdoo wage scale has been applied to Canada, and it will be necessary to determine what action will be taken regarding the restoration of rates in existence prior to the war. Your attention is drawn to the fact that the above mentioned increases were authorized by the Board of Railway Commissioners as a war measure, and the onus of making application for a reduction from the current rates should not be on the shipping public, but should be determined by a notification from shippers that rates should be reduced. A resolution will be offered for your consideration, covering this matter.

Inter-switching

On the 26th day of October, General Order No. 252, File No. 6713, was issued by the Board of Railway Commissioners. The order is rather a long one, and we will not reproduce it here, but no doubt our members are fully appraised as to the new conditions.

New Railway Act

As you know the Railway Act, which has been under consideration since 1912, failed to be translated into law at the last Session of Parliament. We understand that the matter will be taken up again at the coming Session, and that practically the Act as it stood then will be adopted, and discussed by the Committees of the House and Senate. To fully cover this point we ask that you again reaffirm the resolution which has been passed by this Association covering this matter, on a number of occasions.

Owing to the fact that during the past year the Grand Trunk Pacific and the Canadian Northern Railways practically became Government owned roads it is desirable that all matters regarding freight rates and traffic regulations should be subject to the jurisdiction of the Board of Railway Commissioners.

Stop Off

At the moment of writing this report, intimation has been given to our Secretary, that the question of Stop Off is to be the subject of revision on the part of the Canadian Freight Association. A separate and full report will, therefore, be made covering this matter.

Value of Railway Lands

As a matter of record we desire to draw your attention to a review by Lord Shaughnessy, of the position of the Canadian Pacific Railway, published in the Montreal Gazette, May 2nd, 1918.

Lord Shaughnessy is reported to have said:

"To recapitulate, 14,000,000 acres of the original Canadian Pacific Land Grant have been sold to date, yielding in round figures \$94,000,000, or an average of \$6.72 per acre, but against this there were the expenditures during thirty years for immigration propaganda, agencies, commissions, and other expenses incident to sales, and the outlay for irrigation works, which made net return to the Company less than \$5.00 per acre. Naturally, the 4,300,000 acres that remain unsold will command much higher figures. In all this no account is taken of the vast sums spent by the Company in the construction of branch lines to open up the lands, nor of the tax on the Company's resources during the period required to bring to a productive basis these branch lines, which at the outset earned neither interest nor in most cases, operating expenses."

It is to be noticed that the arguments before the Board of Railway Commissioners, by your Association on Transportation Officials show that the figure estimated as the net result to the Canadian Pacific Railway on sales of land, was only 50c on acre, instead of nearly \$5.00 an acre.

On motion of J. Fraser Gregory of St. John, seconded by J. C. Bartram, of Ottawa, the report was adopted.

Secretary Presents Interesting Report

Frank Hawkins, of Ottawa, secretary of the Canadian Lumbermen's Association, presented an interesting report. It was as follows:

Time is of the essence of this meeting, therefore your secretary's report will be as brief as possible.

A year ago you passed a resolution looking toward the end of the Great War, since the Armistice was signed events have moved at a terrific pace, and a rule promulgated and adopted to-day, by to-morrow may be completely changed.

The Committee, consisting of the President, Vice-President, Mr. Dan McLachlin and Messrs. W. E. Bigwood, E. R. Bremner, and A. E. Clark, appointed to discuss any matters affecting the lumber trade with any official committee or other body that may be appointed for a similar purpose—the objects sought being the prevention of waste; the conservation of effort and of natural resources; the elimination of unnecessary conflict of interests, whether in production or distribution; and generally to promote natural and reciprocal relations which should have the object of achieving the greatest good for the greatest number.

As a result of a telegram from the Canadian War Mission of Washington and the Canadian War Mission in Ottawa, we were asked early in April last, to quote for lumber necessary to construct Army Cantonments in the Eastern United States. After giving the matter very careful consideration and the exchange of telegrams it was decided to ask Mr. Wm. Thos. Mason, of Montreal, to visit Washington and see what the prospects were of securing some of this business for Canadian Lumbermen. The result of Mr. Mason's visit is embodied in a report which he made to the President, on his return from Washington.

The recent increase in membership owing to many firms in New Brunswick and Nova Scotia joining is gratifying. Much benefit to the trade must undoubtedly result therefrom and when the formation of the Eastern Spruce Association shall have been definitely accomplished, no doubt satisfactory arrangements will be made whereby the two Associations can effectively co-operate.

A year ago your secretary suggested the organization of a Stat-



E. R. Bremner, Ottawa, Ont.
Elected Director for two years



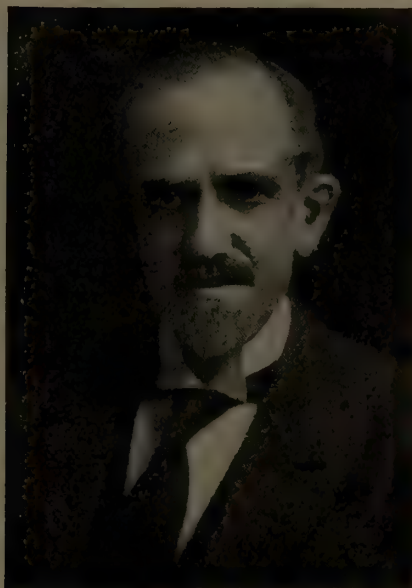
Jas. G. Cane, Toronto, Ont.
Elected Director for one year



David Champoux, Restigouche, P.Q.,
Elected Director for two years



R. G. Cameron, Ottawa, Ont.
Hon. Treasurer, who has been made a Director



A. C. Manbert, Toronto, Ont., whose mission
Overseas was cordially approved



Hon. E. A. Smith, Shediac, N.B.,
One of principal speakers at annual banquet

istical Branch. Under conditions now existing it is most desirable that this matter should have your prompt and earnest attention and consideration. Small committees consisting of three members in different provinces, whose business it would be to induce their neighbors, as well as themselves, to send in to the secretary's office, at Ottawa, full particulars at regular stated intervals, regarding stocks on hand, quantities cut and shipped since the previous report, together with details as to operations in the woods, labor conditions, etc. Such information to be consolidated and then circulated among our members would prove to be of great value. It is hoped that a resolution will be offered by some member covering this subject.

Your attention is called to the booklet recently issued by this Association, giving the various items in which members deal. We have a limited supply of these which may be obtained from the secretary.

The period of merely marking time has passed—and we are ready for the order—"Forward."

It was moved by Angus McLean, of Bathurst, N. B., and seconded by A. E. Craig, of Toronto, that the report of the secretary be adopted.—Carried.

How the Membership Has Grown.

The present membership of the C. L. A. is 128, according to the report presented by R. G. Cameron, of Ottawa, who is Honorary Treasurer of the Association. Mr. Cameron, who was unable to be present, owing to illness in his family, showed a substantial balance on the right side of the ledger. On motion of Angus McLean and W.

T. Mason, the report of Honorary Treasurer (which was read by Mr. Hawkins) was adopted.

The present membership of the Association is made up as follows:

Ontario	64
Quebec	36
New Brunswick and Nova Scotia . . .	18
Manitoba, Alberta, Saskatchewan . . .	3
British Columbia	4
United States	3

—128

Wood boring insects were responsible for the loss to a Mississippi lumber company of more than a million feet of ash logs, according to reports of investigators of the Bureau of Entomology here recently. It was during the manufacturing operations to meet the war time demand for ash cars, ash handles and other supplies. The company had failed to provide for prompt utilization of the logs after the trees were cut, and the destructive ash-wood borers got busy in regiments and divisions.

A recent despatch from Fort William says that moose are dying in the woods from Spanish influenza is the assertion of men who have been engaged in bush work lately. One man ran across the bodies of two moose, lying not far apart, neither of which showed any sign of wounds or external injuries. Another bushman came up to a bull moose which was hardly able to travel from exhaustion.

LUMBERMEN CALL FOR ACTION ON MANY MATTERS

The Committee on Resolutions was composed of W. T. Mason, of Montreal; W. E. Bigwood, of Toronto; and E. R. Bremner, of Ottawa. The committee had a vast amount of work to do, but performed it expeditiously and all the resolutions presented through the chairman, W. T. Mason, were unanimously adopted. The resolutions follow:

An Accurate Inventory of Our Forests.

It was moved by W. E. Bigwood and seconded by W. Gerard Power:

Whereas, an accurate survey of all standing timber in Canada, showing the various kinds of lumber, the quality, location and accessibility, together with available means of transporting same to the nearest market—also a report of all cut-over lands which are suitable only for forest growth—with the extent and location of same, would be most valuable information, not only to lumber operators, but to the various Dominion and Provincial Governments, thus enabling said Governments to develop to the full extent a permanent forest policy which would have the effect of conserving the great natural resources contained in Canada's forests.

Be it therefore Resolved: that the Canadian Lumbermen's Association assembled in St. John, N. B., at its eleventh annual convention, urge upon the proper governmental authorities to provide adequate financial assistance, and clothe the Commission of Conservation with the necessary authority for the purpose of accomplishing the end in view.

Be it further Resolved: that the lumbermen of Canada pledge their assistance to the Commission of Conservation to this end, and that copies of this resolution be forwarded to the Prime Minister, and the Minister of the Interior of the Dominion Government, also the Minister of Lands and Forests of the various provinces, and to the Chairman of the Commission of Conservation.

Export of Lumber to Great Britain.

It was moved by W. E. Golding, of St. John, and seconded by H. C. Foy, of Quebec:

Having heard the report of the Executive Committee in connection with their actions during the past year, based on the resolutions adopted at the meeting of the Directors of this Association, held at the Windsor Hotel, Montreal, on Tuesday, November 26th, 1918;

Be it Resolved, that this eleventh annual convention of the Canadian Lumbermen's Association heartily concur in the course adopted by the Directors and Executive Committee, and that we place on record the view that in our opinion the export of lumber to Great Britain can best be accomplished by as prompt a return to pre-war conditions as possible.

Be it further Resolved, that a copy of this resolution be forwarded to the Prime Minister, the Minister of Finance and the Minister of Trade and Commerce, also to the Canadian Trade Commission at Ottawa.

All Railways Under the Dominion Commission.

It was moved by W. E. Golding, of St. John, and seconded by W. M. Smith, of Woodstock, N. B.:

Whereas, the Board of Railway Commissioners of Canada have jurisdiction over nearly all private owned railways in Canada and the efficiency of the fire protective measures of such railways has been largely increased by reason thereof; and whereas roads formerly known as the Canadian Government Railways have not been brought under the jurisdiction of the aforesaid Board, it is advisable that such Canadian national railways should be subject to the jurisdiction of such Board in all matters having to do with the safety of our forests, and should be subject to the same rules and regulations regarding the fighting of forest fire hazard as may be considered necessary by the said Board of Railway Commissioners, and whereas it is being realized more and more that the welfare of our country and the prosperity of some of our most important industries depend to a large extent upon the conservation of our forests, and particularly the reduction of the fire hazard by all reasonable means,

Be it Resolved: that this convention places itself strongly on record in favor of having all lines of Canadian national railways under the control of the Board of Railway Commissioners and of taking the necessary measures to bring this resolution to the attention of the Federal Government and to urge that the necessary legislation be prepared and brought before the next session of parliament to make the same effective.

Monthly Reports on Manufacture and Sales

It was moved by Angus McLean, of Bathurst, N.B., and seconded by W. E. Bigwood, of Toronto:—

That whereas there is to-day no sufficiently accurate informa-

tion existing as to the available supply of lumber (manufactured) on hand or to be cut, prices, costs, sales, etc., and whereas to accomplish the best aims of this association:

Be it resolved:—That all manufacturers in Canada be called upon to furnish as on a specific date (to be determined upon) the total board feet of lumber, showing what spruce, pine, etc., also lath and shingles on hand, unsold, as at a given date (to be determined upon) and a similar monthly statement thereafter, together with the amount in feet and value of sales during each month; that this information be sent to the secretary confidentially on forms to be furnished for the purpose and to be compiled by him in an aggregate statement to be sent to all the members of the association from month to month.

Securing Lumber Business from Great Britain

It was moved by David Champoux of Restigouche, Que., and seconded by A. C. Manbert, of Toronto:

That, whereas we learn that for reconstruction purposes in Europe the Allied governments propose to place an order for lumber, said to be approximately two billion feet:

Be it therefore resolved:—That this Canadian Lumbermen's Association, in annual convention assembled, appreciate the importance of using every possible effort in order to secure at an early date as possible this very important business for Canada,

Be it, therefore, resolved:—That a copy of this resolution be sent to the federal and to each of the provincial governments, as well as the reconstruction committee.

The Appointment of Mr. Manbert Endorsed

It was moved by Walter M. Ross, of Ottawa, and seconded by E. A. Dunlop, M.L.A., of Pembroke, Ont.:

That whereas the Canadian Lumbermen's Association learns with great satisfaction that the government of the Province of Ontario has agreed to the appointment of a nominee of the lumber trade in that province for the promotion of the best interests of the trade, and also learns with peculiar satisfaction that A. C. Manbert, of Toronto, a most highly esteemed member of this association, has been so nominated and has accepted this important office:—

Be it, therefore, resolved:—That the Canadian Lumbermen's Association, in annual meeting assembled, heartily concurs in this appointment and believes that, not only will the incumbent of the office fulfil its functions in a most thorough and satisfactory manner, so far as the province of Ontario is concerned, but that the lumber trade of the whole of Canada will be benefited by the acceptance of the contingent duties undertaken by Mr. Manbert,

Be it, therefore, resolved:—That we, as members, pledge our united assistance to Mr. Manbert and, further, place on record the approval of this association, and that a copy of this resolution be forwarded to the Honorable Minister of Lands, Forests and Mines of the Province of Ontario.

An Amendmetn to Railway Act Desired

The following resolution was also carried:—

Whereas, the officers of this association have experienced difficulty in furnishing tariffs, and the Canadian Freight Association have declined to accept blanket orders for all tariffs on lumber which may from time to time be issued by the Canadian Pacific, Grand Trunk Canadian Northern and the Grand Trunk Pacific Railways, thereby not giving the shipping public or their associations an opportunity of protesting the tariffs in the event of a protest being necessary, tariffs being only supplied on a direct and specific order by a tariff number.

Be it therefore resolved:—That it is the opinion of the Canadian Lumbermen's Association, assembled at its eleventh annual convention, that provision be made by special clause in the Act covering this point, and that the matter be left to the incoming committee on transportation to deal with at the proper time.

Be it further resolved:—That a copy of this resolution be forwarded to the Minister of Railways and Canals, and the Chairman of the Committees of the House and Senate.

All Freight Tariffs Under the Board

It was moved by James G. Cane, of Toronto, and seconded by Walter C. Laidlaw, of Toronto:—

Whereas, in the past the practice has been that freight rates and traffic regulations on railways owned or controlled by any government of Canada, have not been subject to the jurisdiction of the Board of Railway Commissioners for Canada,

Be it therefore resolved:—That the Canadian Lumbermen's Association, in annual meeting assembled, urge upon the Dominion Government the advisability of immediately introducing legislation

which will have the effect of placing the tariffs of freight rates and traffic regulations generally of every railway in Canada, under the jurisdiction of the Board of Railway Commissioners for Canada,

Be it further resolved:—That a copy of this resolution be forwarded to the Hon. Minister of Railways and Canals, and also to the Board of Railway Commissioners for Canada.

Proposed Amendment to the Railway Act

It was moved by Gordon C. Edwards of Ottawa and seconded by Walter M. Ross, of Ottawa:

"As intimated in the public press a consolidation or revision of the Railway Act is to be taken up when the present parliament re-assembles, the Canadian Lumbermen's Association in annual meeting assembled, confirms the course previously adopted in this matter, viz.:—

"That this Association co-operate with the Canadian Manufacturers' Association and endorse the resolution forwarded by the latter to the Minister of Railways and Canals, regarding the proposed amendment to the Railway Act, and that the matter be left to the Executive Committee of this Association to deal with."—Carried.

The submission on by your Transportation Committee at that time was as follows:

"Any special freight tariff of any transportation company (subject to its jurisdiction) which may hereafter be filed with the Board of Railway Commissioners, to which exception is taken by any person, company or other party interested, making formal protest, either before or after the effective date mentioned therein, against the adoption of said tariff, shall at the discretion of the Board be disallowed, until after such time as the Board shall determine, after hearing evidence produced for and against the adoption of such tariff. The Board may of its own volition, without protest or complaint on the part of others, disallow any such tariff, or any portion thereof, with or without hearing evidence in support of, or against same.

"In any special tariff the rates contained in which are increased, the burden of the proof,

(a) That old rates are inadequate, unsatisfactory or unworkable.

(b) That a larger freight revenue is requisite and necessary, and the reasons therefor:

Shall be on the transportation company or companies, or its or their representatives, filing such tariffs.

In addition to this a resolution passed by the Executive Committee of the Canadian Manufacturers' Association and submitted to the Minister of Railways and Canals, was approved. Following is the resolution:—

"Whereas the Railway Act gives the Board of Railway Commissioners power to disallow any tariff or any portion thereof, which it considers unjust or unreasonable, or contrary to any provisions of the Act, and to prescribe in lieu thereof other tolls in lieu of the tolls disallowed, only after the tariff complained of has actually come into effect;

And whereas, the Act provides no satisfactory method of avoiding the burden of an increased tariff until proved by actual experience that it was unreasonable, the burden of such proof being with the public;

And whereas, as no carrier is compelled to lower a tariff without a hearing, the public should not be compelled to suffer an increased burden without the same opportunity of being heard;

Be it resolved:—That the Honorable, the Minister of Railways and Canals, be asked to amend the Railway Act, so as to give authority to the Board of Railway Commissioners, either upon complaint, or upon its own motion, to suspend the operation of any tariff or regulation for sufficient time to permit of a full hearing, and afterwards to make such order as would be proper in a proceeding initiated after the tariff became effective; the burden of the proof to be on the carrier to show that the increased tariff or regulation is just or reasonable."

Be it further resolved:—That, in all statements furnished by the railways to the Government, freight operating expenses are to be shown separately from passenger and other expenses;

Be it further resolved:—That the Canadian Lumbermen's Association assembled at St. John, N.B., re-affirms the above statement, and that this Association join with the Canadian Manufacturers' Association, the various boards of trade, or other associations, and bodies throughout Canada, in endeavoring to have such legislation adopted as will accomplish the points outlined above.

Be it further resolved:—That the proper officers of this Association be authorized to appear before the Railway Committee of the House of Commons when the proposed act is brought forward, and present the views of this association thereat.

It is further resolved:—That a copy of this resolution be for-

warded to the Honorable Minister of Railways and Canals, also that a copy be sent to the Board of Railway Commissioners.—Carried.

Bankruptcy Act for the Whole Dominion

It was moved by E. A. Dunlop, M.L.A., of Pembroke, Ont., and seconded by Hon. George Gordon, of North Bay, Ont.:

Whereas, there is not to-day a Dominion Bankruptcy Act, it is expedient that such legislation should be introduced at the coming session of parliament, and translated into law.

Be it therefore resolved:—That the incoming executive committee be instructed to arrange for the President and Secretary of this association to appear before the Committee of the House, when the bill is being discussed at the coming session of Parliament.

Honorary Treasurer to be a Director

It was moved by D. McLachlan, of Arnprior, Ont., and seconded by A. E. Clark, of Toronto:—

The members of the Canadian Lumbermen's Association, in annual meeting assembled, desire to express their thanks to Mr. R. G. Cameron, for his highly valued services as Honorary Treasurer of the Association since its inception in 1908, and trust that Mr. Cameron will continue to give the benefit of his services to the Association.

Be it further resolved:—That as a permanent policy the honorary-treasurer of this Association shall be, ex-officio, a member of the Board of Directors.

Tribute to the Generosity of St. John

The following resolution, which was the last one submitted to the gathering, was carried by a standing vote and amid hearty cheers:—

That the hearty thanks of the officers and members of the C. L. A. be and are hereby tendered to the following people, associations and corporations who, by their kindness and thoughtfulness—and the entertainment furnished in such a bountiful manner have helped to make this, our eleventh annual meeting, one of the most successful ever held by the association:

The St. John's committee, the Mayor, the Union Club, the city press, the Imperial Theatre and Opera House managements; the citizens who so generously furnished automobiles, Mr. B. E. Norish, M. Sc., Supt. Publicity and Exhibits Bureau and Cleveland Tractor Co. for use of films; the Board of Trade, for use of rooms and attention shown our members; the Canadian Pacific Railway and the Atlantic Sugar Refinery.

Further, that the Secretary of the C. L. A. be instructed to forward a copy of this resolution to the parties referred to above.

Twenty-one Directors Are Appointed

The Canadian Lumbermen's Association now has twenty-one members on the Board of Directors and at the annual gathering in St. John the task of electing such a numerous body was no small undertaking. There were ten chosen from Ontario, six from Quebec, four from New Brunswick and Nova Scotia and one from Manitoba, Saskatchewan and British Columbia. Seven directors only will have to be appointed at each annual meeting henceforth. The seven who secured the highest vote in the contest are returned for a term of three years, the next seven for two years, and the remaining seven for one year. Thus seven will retire yearly. Much interest was aroused in the struggle there being a large number of nominations.

The motion to increase the number of directors was moved by W. E. Bigwood, of Toronto, and seconded by E. R. Bremner of Ottawa and carried, as follows:

Whereas, at the last annual meeting of the Canadian Lumbermen's Association, held in Montreal, on February 5th and 6th, 1918, notice was given that at this meeting a resolution would be introduced with reference to the appointment of directors of this association.

Be it therefore resolved:—That the number of directors be increased to 21, who shall be appointed for a period of three years, and in order to provide for continuity of policy seven directors shall retire each year. That the number of directors to be elected from each Province shall be based on the proportion which the number of members in such province bears to the total membership. That the precise method of accomplishing this result shall be left to the President to suggest.

Ballots were distributed and P. J. McGoldrick, of St. Pacome, P.Q., and H. D. Joyce, of Montreal, were appointed scrutineers.

How the Election Resulted

The following are the twenty-one directors elected:

Ontario, ten members, for three years—W. E. Bigwood, Toron-

to; Gordon C. Edwards, Ottawa; A. E. Clark, Toronto; W. M. Ross, Ottawa.

For two years—E. R. Bremner, Ottawa; Dan McLachlin, Arnprior; Walter C. Laidlaw, Toronto.

For one year—James G. Cane, Toronto; Duncan McLaren, Toronto; W. J. Bell, Sudbury.

Quebec, six members—

For three years—W. G. Power, St. Pacome; Alex. MacLaurin, Montreal.

For two years—George W. Grier, Montreal; David Champoux, Restigouche.

For one year—H. B. Poliwka, Quebec; W. T. Mason, Montreal.

New Brunswick and Nova Scotia, four members—

For three years—Angus McLean, Bathurst, N.B.

For two years—J. Fraser Gregory, St. John.

For one year—B. H. Dunfield, Halifax; Archibald Fraser, Edmundston.

Saskatchewan, Manitoba and British Columbia, one member—

For two years—Sir D. C. Cameron, Winnipeg.

The Old Officers are Returned

At a meeting of the new Board of Directors the old officers were re-elected for 1919, as follows:

President—W. Gerard Power, St. Pacome, Que.

Vice Presidents—Dan. McLachlin, Arnprior, Ont., Walter C. Laidlaw, Toronto, Ont.

Honorary-Treasurer—R. G. Cameron, Ottawa, Ont.

Secretary—Frank Hawkins, Ottawa, Ont.

Executive Committee — W. Gerard Power, Dan McLachlin, Walter M. Ross, E. R. Bremner and A. E. Clark.

Committees were appointed as follows:

Transportation, E. R. Bremner, chairman; Archibald Fraser, J. Fraser Gregory, B. H. Dunfield, W. Thomas Mason, A. E. Clark, and Gordon C. Edwards.

Legislation—W. C. Laidlaw, chairman, Alex. MacLaurin, D. Champoux, Angus McLean, J. Fraser Gregory, W. E. Bigwood and W. J. Bell.

Delegates to the National Wholesale Dealers' Association in Philadelphia in March—W. Gerard Power, Alex. MacLaurin and D. Champoux.

The Next Convention in Quebec

It was moved by J. C. Bartram, of Ottawa, and seconded by George J. Staton, of Quebec, that the 1920 convention of the Canadian Lumbermen's Association be held in the city of Quebec. The resolution was supported by H. C. Foy, of Quebec, D. Champoux, of Restigouche, and W. G. Power of St. Pacome, all of whom assured the visitors a cordial welcome on the occasion of the next annual gathering.

F. C. Beateay said that St. John would be pleased to welcome the delegates again next year and he assured them a hearty reception should they return. W. E. Golding also invited the lumbermen back to St. John in 1920.

It was, however, decided that the twelfth annual session should be held in Quebec in February next, the exact date to be decided by the directors, a number of whom praised in terms of high appreciation the splendid entertainment and hospitality of the lumbermen and citizens of St. John, which would never be forgotten.

EASTERN SPRUCE MANUFACTURERS COME INTO THE RANKS

One of the most important steps characteristic of the sessions at St. John, was the decision of the Eastern Spruce Manufacturers' Association to cast in their lot with the Canadian Lumbermen's Association, and become a trade section of that organization, to be known as the Eastern Spruce Manufacturers' Section. A well attended meeting was held at the Royal Hotel on Thursday, February 6th. In the absence of Sir Wm. Price, chairman, Angus McLean, of the Bathurst Lumber Company Ltd., Bathurst, N. B., vice-chairman, presided. The whole situation with regard to the future of the organization was reviewed. Several propositions were presented, but finally all were withdrawn in favor of one which was moved by W. Gerard Power, of St. Pacome, and seconded by O. G. Mahoney.

It was that "The Eastern Spruce Manufacturers Section of the Canadian Lumbermen's Association be formed to cover territory from Montreal east; that the members of this section shall be members of the parent organization, but that all expenses in connection with this section shall be borne by the members of this section."—Carried unanimously.

It was moved by D. J. Buckley, and seconded by J. W. Brankley, that this meeting confirm the action taken in Montreal with the exception that the organization be a section of the Canadian Lumbermen's Association.—Carried.

It was also adopted that the first requisite for membership be that the party applying must be a lumber manufacturer.

Mr. Ouellette having declined to act on the Executive Committee, it was moved by Alex. MacLaurin and D. J. Buckley, that he be replaced by David Champoux.—Carried.

At the request of Mr. MacLaurin the chairman appointed a new committee to draft a constitution and by-laws for the section, with the suggestion that the committee confer with Frank Hawkins, secretary of the parent organization. The new committee consists of the following: Sir William Price, Angus McLean, David Champoux, D. J. Buckley and W. Gerard Power.

The Executive Committee of the Eastern Spruce Manufacturers' Section of the Canadian Lumbermen's Association is now composed of the following:

New Brunswick:—Arch. Fraser, W. E. Golding, J. F. Gregory, Angus McLean, W. B. Snowball, W. H. Miller, F. C. Beateay.

Quebec:—D. Champoux, Alex. MacLaurin, Gerard Power, Sir Wm. Price.

Nova Scotia: Hon. C. W. Robinson, I. J. Soy, B. H. Dunfield.

As already stated it was decided to confine the membership to manufacturers. Of course, if a manufacturer does a wholesaling or exporting business as well he is entitled to belong to this new and progressive body.

The one requisite, however, is that he must be engaged in manufacturing, be it on a large or small scale. The organization takes in

spruce manufacturers in Quebec and the Maritime Provinces, and was formed in November last, at a gathering held at the Windsor Hotel, Montreal. The determination to throw in their lot and become an integral part of the Canadian Lumbermen's Association is regarded as a move in the right direction. The new section will have all the prestige, influence and strength of the Canadian Lumbermen's Association, and at the same time will manage its own affairs as a subsidiary body. S. B. Bond, of Bathurst, acted as secretary, and will likely continue to do so until definite arrangements are made for a permanent official.

The Statistical Department will be given special attention and the amount of lumber cut, sold, piled, etc., will be carefully tabulated. The figures will be available each month to the members and will also be forwarded to the head office of the Canadian Lumbermen's Association. Speaking as the president of the Canadian Lumbermen's Association, Mr. Power stated that other sections would likely be formed in the near future. He understood that the white pine manufacturers of Ontario were contemplating organizing and they would come in and form the white pine section of the Canadian Lumbermen's Association. Thus the strength and entity of the large body would be preserved and the various sections work under its jurisdiction. The Association would thus wield much influence as a whole yet would have its different departments, the same as the Canadian Pulp and Paper Association. That body embraced all branches of that trade, but has many sections working separately. These, however, labor in unison and harmony with the larger association. The action of the Eastern Spruce Manufacturers in becoming identified with the Canadian Lumbermen's Association is one of the most gratifying results of the recent gathering in St. John.

New Appointment for Mr. Thomas

The retirement of two members of the Labor Appeal Board, G. H. Duggan and Gustave Francq, both of Montreal, created vacancies which have now been filled by the appointment of H. L. Thomas, of J. R. Booth, Ottawa, and J. A. McLelland, vice-president of the International Association of Machinists, Montreal. Mr. Thomas was selected by the Canadian Manufacturers' Association to replace Mr. Duggan, and Mr. McLelland was chosen by the Allied Trades and Labor Congress to fill the vacancy caused by the retirement of Mr. Francq. The latter is now in England with Mr. P. M. Draper representing Canadian Labor in the peace negotiations. Mr. Duggan retired for private reasons.

The victory of "Bone Dry America," which the ratification of the constitutional prohibition amendment has brought about, could be made to mean a thousand miles of homes built of wood, according to a Chicago expert with figures. In other words, a row of frame cottages erected on fifty foot lots would stretch out that distance.

The Social Side of the Lumbermen's Gathering

Annual Banquet Was Brilliant Function and Marked by Splendid Addresses—The Importance of St. John as Great Winter Harbor

The annual banquet of the Canadian Lumbermen's Association held at the Union Club building, in St. John, was one of the most successful and distinctive ever conducted in the eleven years' history of the organization. There was abundant enthusiasm and many patriotic songs were sung, rollicking choruses rendered and stirring solos contributed, all of which were thoroughly enjoyed. The banquet committee was composed of J. Fraser Gregory, Fred C. Beattey, Wm. E. Golding, and Hugh MacKay of St. John, and they attended to all the details in an admirable manner. The decorations, both mural and tabular, were pleasing and effective, and the speeches were eloquent and instructive, being followed with the closest attention. The importance and development of St. John as a great winter ocean port, were emphasized, and the story of the progress of the harbor improvements told in a way that the visitors will not soon forget. All the speakers drove home many salient facts with regard to New Brunswick in general and St. John in particular, and spoke with confidence, optimism and assurance of the great future which awaits the sea-girt province and its chief commercial distributing and export centre—St. John.

W. Gerard Power, President of the C. L. A., ably presided, and the principal speakers were Hon. Wm. Pugsley, Lieutenant-Governor of New Brunswick, Hon. W. E. Foster, Prime Minister of the Province; Hon. E. A. Smith, Minister of Lands and Mines, Mayor R. T. Hayes and Hon. Clifford W. Robinson of Moncton. Among those who contributed most acceptably to the vocal entertainment of the evening were George J. Staton of Quebec, Secretary Frank Hawkins, of Ottawa, and local talent including several artists from the opera house. After ample justice had been done to the excellent menu, President Power opened the proceedings. He said that it was a great privilege to see so many old and new faces and he felt honored to preside over such a gathering. He spoke appreciatively of the forest policy of New Brunswick and said "I think the resolution we passed to-day will have great effect in lining up the other provinces in favor of conservation. We have been greatly impressed with St. John's hospitality, for right royal has been our welcome."

The Eastern Gateway of Canada.

President Power then introduced Lieutenant-Governor Pugsley, as one of the greatest debaters who ever sat in the house of commons.

Lieut.-Governor Pugsley in his preliminary remarks said he regretted the president had given his hearers that disappointment. It was a long time since the speaker had made a speech and he was afraid he would disappoint. He was not sure but that the lieutenant-governor should speak only when his advisers wrote something for him. While we had monarchical institutions in this country there is no country in the world in which the institutions are so democratic and the people have so much power as in Canada. It was a great pleasure to him to be present with so many of the great men of the country. It was a great industry they were carrying on and it required great skill and care to conduct their business.

"We feel honored to have you in the city," Lieut.-Governor Pugsley continued, "and we hope the time will come when you will come again. I am afraid you will get tired hearing about St. John, but I have been asked to speak about the city."

After telling of the early struggles of St. John which had strong competition from Portland, Me., years ago, the Lieut.-Governor presented a convincing array of figures showing distances from Montreal to St. John and other ports and a remarkable expansion of trade.

Montreal to St. John by Canadian Pacific Railway, 480 miles; thence to Halifax, by Intercolonial, 275 miles, or a total distance to Halifax of 725 miles, as against 480 miles to St. John, the difference in favor of St. John of 275 miles.

Taking Quebec as a common point for transportation entirely by the Intercolonial railway, the distance from Quebec to St. John is 570 miles, while from Quebec to Halifax it is 666.5 miles, or a difference in favor of St. John of 96.3 miles.

The exports of St. John last year, he said amounted to \$200,783,647 and in the year previous, to \$190,586,561, while the imports in 1918 were \$16,787,200 and in 1917, \$15,500,659. St. John was the eastern gateway of Canada, that was never closed and was the second greatest port in the Dominion, being surpassed only by Montreal. The city was the eastern terminus of the Canadian Pacific railway and terminal

of the Canadian National Railways, and was enjoying prosperity and growing national significance.

The Chief Industry is Lumbering.

Hon. W. E. Foster said, "I consider it a compliment to the government that you should invite me here as a representative of the people. As an amateur politician I am inclined to think most of the applause did not come from the New Brunswick lumbermen, but from the visitors. I might say I have never been invited to a meeting of the New Brunswick lumbermen. The fact that you are meeting in New Brunswick is an indication that you are progressing as you have come to the heart of the lumber industry of the maritime provinces. We are a very small province of 28,000 square miles, and the lumber industry is one of the chief industries of the people. The lumber industry," he continued, "purchased the largest amount of supplies and employed the most men and maintained many communities." He had always favored separating, as far as possible, the crown lands from politics and politicians. When called on to form a government, he asked the lieutenant-governor to select Hon. E. A. Smith, whom he felt would carry on the affairs of the crown lands department in a fair and impartial manner. The people would probably have the opportunity in good time of declaring whether he was wise in his selection or otherwise. At the last session of the legislature a forestry act was passed, providing for an advisory board, on which is represented lumbermen and lessees of crown lands. The minister has made an honest effort to carry on the work of his department to the interest of the lumbermen as well as of the government. Premier Foster referred briefly to the noble acts of the young men who went overseas, and praised the work of the women of the province during the trying war times.

The Preservation of Standing Timber.

Hon. Dr. Smith, introduced by President Power as a man who had done more to preserve standing timber than any other man in Canada, was given a cordial reception. Hon. Dr. Smith spoke briefly of the responsibility of conserving forest lands. France had conserved her forest for many years, and was able to supply her own army and the British army with necessary lumber. There were 12,000,000 acres of forest lands in New Brunswick, of which 7,000,000 were the property of the crown, but 2,000,000 acres were unproductive because of forest fires. Steps had been taken by the provincial government forestry advisory board to secure protection. They had a permanent forestry service of fifty rangers and inspectors, who protect the lands and scale the lumber. They are taken six months in probationary service before they are permanently appointed. During certain seasons temporary men are employed to assist the game wardens and fire rangers. Permits were necessary for fires built in or near forests. There was also a plan to burn slash and safeguards against railroad fires have been taken. A total of 850 fires were extinguished by the patrols in 1918. The railway fires numbered 788, and 637 acres had been burned over in that year. Fishermen, hunters, picnic parties and campers caused a fire loss of \$39,000. The total fire damage was \$72,000. It was noticeable that most of the campers and fishermen's fires occurred on or near holidays.

Hon. Dr. Smith told of the work being done to make an inventory of all forest lands by survey. Those applying for land to cultivate must take their land where it is adapted for agricultural purposes. He believed the day was not far distant when the Government must take over some of the abandoned farms and allow them to grow up in trees. The department expected to employ forest engineers now coming from overseas, and hoped to have Dr. Howe, a well known expert, come to the province next summer to assist the Government. There would be an enormous demand in Europe for lumber, but we must be careful not to exhaust our forest wealth which should be sustained for the benefit of posterity.

Hon. Clifford W. Robinson expressed the belief that the gathering would do much good not only here, but all over Canada. While all admired St. John they should remember that St. John was not the whole of New Brunswick. Moncton was a city of nearly 20,000, and growing rapidly.

Mayor Hayes said the Maritime Provinces were proud of the sacrifices Canadian men had made and the work the women had done in the war. He referred to the many men the provinces had sent



The visiting delegates drawn up in line before the winter port at West St. John, N. B.

out to colleges in the Upper Provinces and the United States, and, to those from the east who figured in the politics of Great Britain and Canada.

The banquet closed by the singing of Auld Lang Syne and the National Anthem.

"Bread and Cheese" Supper was Enjoyed

On the evening previous to the annual banquet, there was a delightful party at the Imperial Theatre, which is a commodious and most inviting playhouse. The visitors were warmly welcomed and some special lumbering pictures, taken by the Dominion Forestry branch of the Department of the Interior, were shown on the screen. The importance of conserving the wooded wealth of the Dominion was strongly presented and also the necessity of adopting every precaution against the outbreak of fires. Other pictures revealing the ship building activities of the Pacific Coast were displayed and aroused much interest.

After the entertainment the guests adjourned to Bond's restaurant. The proceedings were quite informal and stirring vocal selections were contributed by George J. Staton, of Quebec, Frank Hawkins, of Ottawa, F. C. Baker, of Sherbrooke, and others, who were called upon again and again to come forward, and they obligingly complied. These gentlemen deserve more than a passing word of praise for their efforts and ability in making the evening one of memorable associations. Walter M. Ross, of Ottawa, contributed a reading.

The only other feature of the impromptu programme was a rousing address from A. C. Manbert, of Toronto, who has been named as the representative of the Ontario lumber manufactures to visit the Old Country in the interest of the expansion of the timber trade of the province. Mr. Manbert told of the purpose of his visit abroad and asked for the support and co-operation of the industry. He outlined the importance of the work and the character of his mission and what he hoped to accomplish through the sympathy and assistance of the trade in Ontario. The future was unknown, but he would endeavor to play his part and do all that was in his power to make known the merit and worth of the forest resources of the province and conduct such a campaign in interest of the industry as would justify the confidence which had been reposed in him. Mr. Manbert stated that he went with a free hand and while overseas would follow the wisest course that his judgment dictated, and devote whatever knowledge, ability and insight he possessed to the great task that he was undertaking. He was given a most cordial reception and the verdict expressed by those present, after listening to Mr. Manbert, was that the right man had been nominated for the mission on which he will shortly embark.

The Noon Day Luncheon was Finale

The luncheon tendered the delegates at the Union Club on Thursday, February 6, by the local committee of lumbermen was a fitting closing function of the two days' proceedings, and a most tempting repast was served. J. Fraser Gregory, of St. John, presided, and took occasion to tell the members of the company how pleased the lumbermen of New Brunswick were to see the convention held in the east. He hoped they would take away with them many pleasant recollections and impressions of their visit. In years gone by the C. L. A. had been sectional rather than national in character, but the gathering in St. John would do much to strengthen the ties of the east with the west, and impart to the organization a broader and wider nature in its scope and operations. All had seen the transportation facilities of the city and its important port, of which the citizens were justly proud. Lumber was shipped from St. John to all countries in the world and it was no unusual sight to see one of the leviathans in the berths at West St. John, loading five or six million feet of deals for export. There was employment for all in the city during the entire winter season as the men, who worked in the saw

mills and lumber yards in the summer, found steady positions around the docks and ocean going vessels in the winter. The advantages and importance of St. John as a winter port were bound to increase, and so great would be the progress of the Maritime Provinces that, in the years to come, it would be found that St. John and Halifax would not be sufficient, but that other gateways would have to be opened up. The one thing which the city mostly needed was a large modern hotel, and this he felt would come in the near future.

A. E. Clark, of Toronto, referred to the excellent accommodation that had been given the visitors at the Royal Hotel and said that it was he, who had moved at the Executive meeting in Montreal last fall, that the 1919 convention of the C. L. A. should be held in St. John. He felt sure that all were pleased that they had come east, as the hospitality of the citizens and the local lumbermen had been unbounded and the convention the best ever conducted in the history of the organization. The Canadian Lumbermen's Association was national in character and stood for fair dealing and doing the best for all, whether manufacturer, wholesaler or exporter. He was gratified at its recent rapid growth and the interest that had been taken in it by the men of the east who had joined in such large numbers. He believed that the C. L. A. would continue increasing in strength and influence.

Other addresses were made by Col. W. J. Ray, of Quebec, Spencer Kellogg, of Utica, N. Y., on behalf of the American visitors, W. E. Golding, of St. John, and Manager Seidensticker, of the Atlantic Sugar Refinery, which plant was visited by many of the delegates and afforded an interesting revelation.

Some Breezy Notes on the "Big Meet"

President Power is a model presiding officer. He keeps things on the move, and the business of the various sessions was directed so that nothing was allowed to drag or become dreary. The discussion was pithy and pointed and much work was done in a remarkably short time.

The committee which did its work so energetically and upon whom the success of the splendid local arrangements at St. John largely depended was composed of J. Fraser Gregory (Murray & Gregory) chairman; F. C. Beateay (Stetson, Cutler & Co.); Hugh McKay (Malcolm McKay Ltd.); W. E. Golding (Geo. McKean & Co.); W. E. Gunter (Murray & Gregory).

One of the events that will stand out long in the minds of those who had the pleasure of taking part was the visit to the Atlantic Sugar Refinery, where the guests were conducted through every department. The plant is a magnificent one and a million pounds of sugar are refined daily.

An excursion in mid-winter is also a novel experience for the majority of Ontario and Quebec people, yet on the afternoon of Thursday, February 6th, the big tow boat Helena made a tour of the harbor, including the Reversing Falls, West Side and Partridge Islands. The crew of the Helena gave a demonstration of her fire fighting capabilities, throwing a powerful stream from the bow. The lumbermen who were the guests of Mr. Grout, of the C. P. R., decreed that he was a jolly good fellow. The harbor mariners returned from their voyage thoroughly convinced of the great advantages of St. John as a winter port.

The visitors had the pleasure of witnessing the launching of the four masted schooner "Randfontein," from the shipyard of the Marine Construction Company. It was a side launching and the vessel took the waters without mishap or delay of any kind. The launching was directed by D. H. Saker and J. M. Densmore. Rousing cheers were heard as the ship struck the water. The keel of the "Randfontein" was laid on July 1st, so that the vessel has been launched within seven months and four days. She measures 204 feet length of keel and 230

feet over all. Her beam is 37 feet 6 inches, and moulded depth of hold 18 feet. The dead weight tonnage is 2,200 tons. The vessel's framework is of black Bay Shore spruce with flooring of hardwood. The schooner is a double decker and will have an estimated speed of eight knots an hour. She is rated A1 13 years.

On the arrival of the visitors the first day they were taken for automobile rides around the city and over to the winter port, where they were photographed in a body and inspected several ocean liners lying at their berths.

The thanks of the convention are due to the Dunlop Tire and Rubber Goods Company for the donation of several boxes of choice Havanas. Smoking was permitted during the business sessions and full advantage was taken of the liberty.

The courtesies of the Union Club were extended to the lumbermen during the stay in the seaport city and the St. Andrew's Curling club also sent a pressing invitation to any lovers of the roarin' game to try their hand on the keen ice.

P. J. McGoldrick, of St. Pacome, P. Q., and H. D. Joyce, of Montreal, who were the scrutineers and had to count all those ballots for the new Board of 21 directors, certainly had their work cut out for them. They were accorded a hearty vote of thanks.

If Geo. J. Staton, of Dobell Beckett & Company, of Quebec, should lose his "pep" as a lumberman, or F. C. Baker, of the Devon Lumber Company, Sherbrooke should forget all he knew about marketing wood products, or Frank Hawkins, of Ottawa, should become inefficient as an official of the Canadian Lumbermen's Association, they could all earn a comfortable living by the vocal art. The songs of these gentlemen were ever welcome and did much to enliven the proceedings at the various social functions of the Canadian Lumbermen's Association.

E. D. Hardy, of the Canadian Lumbermen's Insurance Exchange, Ottawa, delivered a stirring address on the advantages of mutual insurance and inter-insurance companies. He stated that the C.L.I.E. was an organization designed to meet the demands of Canadian lumbermen for insurance facilities that is under its control. It was founded for lumbermen, operated by them and its membership confined exclusively to lumbering ranks. The sole object of the exchange was the mutual protection of its members. During the past year the receipts were in the neighborhood of \$30,000, and the loss around \$100. Mr. Hardy asked for the co-operation of the association members and explained the supervision and management, the class of risks insured, the form of contract, the security to policy holders, the inspection service, the basis of rate, etc. In closing he said the purpose of the organization was to provide a means by which the lumbermen can secure protection against fires at actual cost in an association subject to Canadian Government regulations and approved by the Dominion's Insurance Department. Mr. Hardy's address was well received.

W. W. Schupner, New York, of the National Wholesale Lumber Dealers' Association, was one of the most welcome visitors at the gathering. His address on the Trade Acceptance, its advantages and use, was most instructive, and he also told how the U. S. was doing very much to stabilize conditions following the signing of the armistice. To furnish some valuable information regarding the lumber situation across the border, the government, he said, after the war found itself with 500,000,000 feet on its hands. If this lumber had been dumped on the market there would have been heavy losses in the trade, especially in the pine and hard wood industries. Numerous conferences were held by the lumbermen and government officials with the result that an order was sent out prohibiting the immediate sale of this lumber. The Southern Pine men took over the pine and will contract with the government on a commission basis, all sales to be made under that system. The lumber now in stock will be disposed of during a period of six months, but after that period the government will take over any stocks on hand.

Thus any ill-effects of dumping it on the market have been overcome. Hardwood and spruce will be handled in a similar manner.

President Power said that this information was very valuable, and a vote of thanks was tendered Mr. Schupner.

One of the outstanding features of the great gathering was a resolution calling for the survey of all standing lumber in Canada, cut over lands and facilities for transportation.

A circular letter from the Great War Veterans relating to the treatment of returned soldiers by employers was read and heartily applauded. The letter referred to the fact that many returned men are not in perfect physical condition, due to injuries, gassing and shell shocks and that they should be treated with every consideration. The success or failure of the men when they are re-employed rests with the employers, declared the letter.

Mr. A. C. Manbert was heartily congratulated upon his appointment as overseas representative of the Ontario manufacturers and a vote of confidence in him was passed.

Those Who Came, Saw and Heard

Beatteay, F. C., Stetson, Cutler & Co., St. John, N.B.
Brankley, J. W., Miramichi Lumber Co., Chatham, N.B.
Boulton, A. R. M., King Bros., Ltd., Quebec, P.Q.
Bond, S. B., Bathurst Lumber Co., Ltd., Bathurst, N.B.
Bigwood, W. E., Graves, Bigwood & Co., Toronto.
Bartram, J. C., Rideau Lumber Co., Ottawa, Ont.
Beatty, W. R., Colonial Lumber Co., Ltd., Pembroke, Ont.
Buckley, D. J., Newcastle, N.B.
Baker, F. C., Devon Lumber Co., Ltd., Sherbrooke, P.Q.

Culligan, Arthur, J. & A. Culligan, Culligan, N.B.
Cleveland, Frederick, 78 State Street, Albany, N.Y.
Champoux, David, Chaleurs Bay Mills, Restigouche, P.Q.
Craig, A. E., Northern Timber Co., Ltd., Toronto.
Clark, A. E., Edward Clark & Sons, Ltd., Toronto.
Cane, Jas. G., Jas. G. Cane & Co., Toronto.

Dickie, Rufus E., Stewiacke, N.S.
Dunfield, B. H., Dunfield & Co., Ltd., Halifax, N.S.
Dunlop, E. A., Pembroke Lumber Co., Ltd., Pembroke, Ont.
Douglas, Stanley, Stanley, N.B.

Earing, D. D., Gillies Bros., Ltd., Braeside, Ont.
Eastcott, A. L., Pembroke Lumber Co., Ltd., Pembroke, Ont.

Fraser, Archibald, Fraser Companies, Ltd., Edmundston, N.B.
Foy, H. C., H. R. Goodday & Co., Quebec, P.Q.

Gregory, J. Fraser, Murray & Gregory, Ltd., St. John, N.B.
Grier, George W., G. A. Grier & Sons, Ltd., Montreal.
Golding, W. E., George McKean & Co., Ltd., St. John, N.B.

Hoffman, J. G., Charles C. Kellogg & Sons Co., Utica, N.Y.
Hocken, Norman C., Hocken Lumber Co., Ltd., Otter Lake Station, Ont.
Hardy, E. D., Canadian Lumbermen's Insurance Exchange, Ottawa, Ont.

Joyce, H. D., Union Lumber Co., Ltd., Toronto and Montreal.

Kellogg, Spencer, Chas. C. Kellogg & Sons Co., Utica, N.Y.

Loosen, A. E., Bathurst Lumber Co., Ltd., Bathurst, N.B.
Lovering, W. J., Toronto.
Laidlaw, Walter C., R. Laidlaw Lumber Co., Ltd., Toronto.
Lorden, John P., Bathurst Lumber Co., Ltd., Bathurst, N.B.

McKean, W. J., Geo. McKean & Co., Ltd., Halifax, N.S.
MacLaurin, A., St. Maurice Paper Co., Montreal, P.Q.
Montgomery, R. L., Montgomery & Sons Co., Ltd., New Richmond, P.Q.
Morrison, A. C., Price Bros. & Co., Ltd., Quebec, P.Q.
McGoldrick, P. J., River Ouelle Pulp & Lbr. Co., Ltd., St. Pacome, P.Q.
Manbert, A. C., Canadian General Lumber Co., Ltd., Toronto.
Miller, Wm. H., W. H. Miller Co., Ltd., Campbellton, N.B.
Merrett, James E., Chaleurs Bay Mills, Portland, Me.
Mahoney, O. G., Melrose, N.B.
Mason, W. T., Mason, Gordon & Co., Montreal, P.Q.
Mackay, Hugh, Malcolm Mackay, Ltd., St. John, N.B.
McLean, Angus, Bathurst Lumber Co., Bathurst, N.B.
McLennan, D. H., McLennan Lumber Co., Montreal, P.Q.
Macfarlane, J. L., Canadian General Lumber Co., Toronto.

O'Brien, J. Leonard, O'Brien, Ltd., South Nelson, N.B.

Paxton, G. A., Firstbrook Bros., Ltd., Toronto.

Quirouet, R., King Bros., Ltd., Quebec, P.Q.

Russell, Wm., Jas. Richardson Co., Ltd., Matane, P.Q.
Raymond, M. T., Spanish River Lumber Co., Ltd., Cutler, Ont.
Ray, Walter J., Price Bros. & Co., Quebec, P.Q.
Ross, Walter M., J. R. Booth, Ottawa, Ont.
Rose, Hugh A., Mason, Gordon & Co., Toronto.

Scott, Geo. C., The P. Q. Lumber Co., Boston, Mass.
Staton, G. J., Dobell, Beckett & Co., Quebec, P.Q.
Stuart, J. T., Pembroke Shook Mills, Ltd., Pembroke, Ont.
Shepard, Otis M., Shepard & Morse Lumber Co., New York.
Sieki, Albert K., Simpson, Clapp & Co., New York.
Stocking, R. E., Wm. Whitmer & Sons, Inc. (New York representative), Philadelphia.

Stewart, W. J., Union Lumber Co., Ltd., Toronto.
Sinclair, Wm. M., E. Sinclair Lumber Co., Newcastle, N.B.
Smith, W. M., Smith Lumber Co., Ltd., Woodstock, N.B.
Seeber, R. R., P. Q. Lumber Co., Dalhousie, N.B.
Schupner, W. W., National Wholesale Lbr. Dealers' Assn., New York.

Turner, D. H., Murray & Gregory, Ltd., St. John, N.B.
Tyrer, Colin C., Colin C. Tyrer Co., Ltd., Halifax, N.S.
Thompson, S. C., W. C. Edwards & Co., Ltd., Ottawa, Ont.
Tucker, B. L., Parrsboro, N.S.

Van Meter, L., Denis Canadian Co., Whitney, Ont.
Van Blaricom, G. B., "Canada Lumberman," Toronto.

Welsh, Maurice, Campbell, Welsh & Paynes, Toronto.
Walker, P. C., Shepard & Morse Lumber Co., Ltd., Ottawa, Ont.

Retail Lumbermen Assemble in Convention

In Annual Gathering Ontario Dealers Adopt Progressive Measures and Receive Gratifying Reports from Every Department—Important Issues

While the Canadian Lumberman's Association constitutes in its membership manufacturers, exporters and wholesalers, there is another organization which operates no less successfully and aggressively for the retail lumber merchant, and that is the Ontario body, known as the O.R.L.D.A., which was organized a year ago. What it has accomplished and what it hopes to consummate are outlined in a report of the proceedings which will be found in another column. The association has been wonderfully progressive and will during the coming year do still greater things.

Never was the retail lumbermen in a better position than he is to-day. The war, while it has brought distress and disaster, sorrow and suffering, has also ushered in unexampled prosperity for the wage earner. The objective of every healthy minded, ambitious man and woman is a home, as it is a positive preventative against future want. As such it makes a powerful appeal to the wage earner. If constructive, timely and attractive advertising is done by the average retailer and he will present the home building proposition fairly and logically, he cannot fail to reap great benefits from the publicity. The time to get to work on this idea of building a home is now, and with confidence, co-operation and persuasive propaganda, building operations in every habitable centre should receive an impetus that will result in a splendid turnover for the man who supplies the goods.

The first annual convention of the Ontario Retail Lumber Dealers' Association, which was held at the King Edward hotel, Toronto, on Tuesday, February 11th, revealed a story of achievement and unity, cooperation and progress that was most gratifying to the delegates and augurs the continued advancement and welfare of the trade.

The attendance was large and representative of all parts of the province, about one hundred and twenty members being present and taking an active part in the important proceedings, which were characterized by harmony and enthusiasm. The various reports presented were comprehensive and satisfactory and set forth in detail what this virile and aggressive organization has accomplished within the last twelve months. Its great success stands out as a landmark in association work which should continue to develop and prove of increasing value and benefit to the exponents of the trade. The officers have been faithful and diligent in the discharge of their duties and their efforts have met with the appreciation of the members to such a degree that they were all returned for another term to carry on effectively and unitedly the activities so auspiciously inaugurated just a year ago.

President Thomas Patterson, of Hamilton, presided. The various reports presented were followed with the closest interest and heartily endorsed. It was decided that the next annual conclave be held in Hamilton, in February, to which city a sincere invitation was extended. The visitors were assured of a cordial welcome to that busy, industrial centre. It was also agreed that a midsummer outing or educational tour should be made by boat around the Georgian Bay, probably in July next, when many large saw mills and timber limits in that active lumbering district will be the Mecca. The details of the trip were left in the hands of the new executive to arrange.

Officers Elected for the Coming Year

The following officers were elected for the coming year:

President—Thomas Patterson, Hamilton.

Vice-President—John B. Reid, Toronto.

Directors—

Eastern District—E. M. Barrett, Ottawa; Grant P. Davidson, Ottawa.

Central District—W. M. Tupling, Orillia; T. H. Hancock, Toronto.

Northern District—Howard Hesson, Sault Ste Marie; E. L. Casey, Sudbury.

Western District—A. S. Nicholson, Burlington; K. J. Shirton, Dunnville.

Southern District—J. C. Scofield, Windsor; B. F. Clarke, Glenoe.

No. 6 District—J. A. Matthews, Orangeville; J. B. Mackenzie, Georgetown.

The sessions began in the morning and several reports were read after which there was an adjournment for lunch which was tendered the visitors by the retail lumbermen of Toronto, tables being set in the convention room. A cordial vote of thanks, which was moved by E. M. Barrett, of Ottawa, and seconded by J. C. Scofield, of Windsor, was accorded the retailers of Toronto, for their hospitality

and, in this resolution, which was carried by a standing vote, the wholesale dealers were also included.

President Reviews Operations of Past Year

President Patterson of Hamilton, in presenting his annual report, said:

Since the first special general meeting of the Ontario Retail Lumber Dealers Association, which was held in Toronto on September 3rd and 4th, 1918, the great war which was then rapidly approaching the end for which the allied nations were fighting, has been finished and won by the Allies. The fact that we are again enjoying the blessings of peace is undoubtedly the greatest thing we have to consider in connection with trade conditions to-day. Until November 11th, 1918, all our thoughts had been given over for four years to consideration of how we could assist in the efforts of our army during the war. Our business interests, important as they are to all of us, had to take second place, and the result was that every step we took, whether of a business or personal nature, was regulated by its effect upon our war efforts. We were unable to consider our business interests from the point of view which was normal before the war.

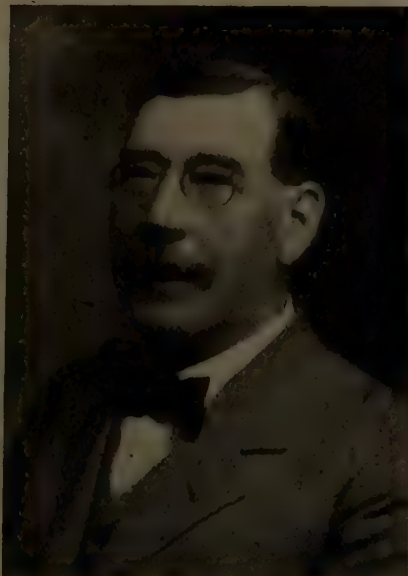
To-day we are facing a new set of conditions and though they are fortunately conditions of peace, it is unlikely that for some years to come we shall ever again return to such conditions of supply and demand as those which formerly prevailed. Although the war is over its effects upon business conditions will be of long duration. In fact, no man can foretell how long it will be before the effects of the war can be considered as absolutely of the past—that is to say, its effects upon business. Mentally, intellectually and morally, the condition growing out of the war will be felt by your children's children unto many generations.

The Magnitude of the Construction Work

As to the effect of the return of peace upon business conditions, especially those connected with our lines of trade, it is most encouraging to note that the fear felt by many of us before the end of the war, that we would have to face a long period of disturbance during which the demand would be badly demoralized, has been removed. We have quickly come to realize that the very condition which seemed to threaten us with disturbance, namely the world-wide nature of the destruction which has taken place, is responsible for the growth of a feeling of assurance on account of the vast amount of reconstruction of every description that is to take place. The very magnitude of the requirements alters the situation, changing it from one of uncertainty to one of probable activity on a scale such as has never before been equalled. In those countries which were the unhappy scene of the war; in those countries whose sons went to the war, and even in those countries which maintained neutrality through its duration, reconstruction requirements are expected to be of great proportions.

Our interest as retail lumber dealers to-day consists in the application of these conditions to our own business affairs. As Canadians we belong to a country whose raw materials are pre-eminent of a type for which the whole world is crying to-day. Our great industries—lumber manufacturing among them—are primarily con-

The Energetic Men Behind the O. R. L. D. A.



Thos. Patterson, Hamilton, Ont.
Re-elected President of O.R.L.D.A.



John B. Reid, Toronto, newly elected Vice-
President of Association



Horace Boulton, Toronto,
Secretary-Treasurer of O.R.L.D.A.



Grant P. Davidson, Ottawa, Ont.,
Newly Elected Director, Eastern District



J. B. Mackenzie, Georgetown,
Elected Director, District No. 6



W. M. Tupling, Orillia, Ont.,
Re-elected Director, Central District



K. J. Shirton, Dunnville, Ont.,
Re-elected Director, Western District



J. A. Matthews, Orangeville, Ont.
Elected Director, District No. 6



J. C. Scofield, Windsor, Ont.,
Re-elected Director, Southern District

cerned with the production of these raw materials and their conversion into articles which are needed for the rebuilding of the world. It may be thought, on first consideration, that under such conditions the retail lumber dealer stands to lose, on account of the diversion of much of the raw material of his trade into other channels, but a closer study will reveal that this is not so.

The Retailer's Position as it is To-day

Very large quantities of lumber and of finished articles made from lumber will undoubtedly be exported from Canada, which will make the Canadian manufacturer of these products more prosperous and busy than ever before. But, during the four years of war little or nothing has been done in Canada in the way of erecting homes, warehouses, factories or public works to meet the requirements of the steadily increasing population. To-day, with the return of the men from the front and the approaching renewal of industrial activity on a normal basis, Canada will come into the market for larger quantities of lumber and of articles made from lumber than ever before in its history. This is where the retail lumber dealer comes closely in touch with the changed conditions developing out of the return of peace. A few months ago there were some who thought that it would be years before Canadians would be in a position to spend money again in any volume upon lumber and its products but there are few to-day who have not been forced by the logic of events to abandon this idea and to enlist themselves in the ranks of those who expect at an early date a period of activity for the retail lumber dealer. The signs of this approaching activity cannot be ignored. They impress us with a conviction that the coming spring and summer will witness the renewal of the demand for the retail lumber dealer's stocks and services, and that the demand will increase until, in shorter time than some of us imagine, it will be greater than it has ever been in the past. The approach of this period of business activity imposes upon us a responsibility to be prepared for it which will require the best of our abilities to meet.

Under conditions such as these our Association commences the second year of its existence. We have been most fortunate in getting the Association well started just in time. The work of organizing and of demonstrating to the members of the trade the value of the benefits which can be secured by co-operation, has been carried out during a period of trade uncertainty and now, when we are on the threshold of renewed trade activity, we have a good Association in operation ready to carry on the important work for which it has been formed. The foundation has been well laid for co-operation, and it remains for us to erect on that foundation an Association structure such as the great importance of our trade requires.

Getting Others to Join in the Good Work

Those who have assisted in the work of this Association during the past year have earned the co-operation of those other dealers who, from one reason or another, have waited a year before identifying themselves with the Association. The membership which we have already secured—135—is a good record for our first year, but there are about 350 other dealers in Ontario who should join, and while we may not get them all, we must get most of them. Our influence and success will never approach their proper proportions until we have at least doubled our present membership list. For the welfare of the Association, as well as the welfare of the individual members, it is imperative that each present member of the Association should show to those who have not yet joined that they should immediately do so. This is perhaps the most important part of the work of the individual members for the present year. With double our membership our influence and success will be more than doubled. That is what we all want, and it is in your hands to help us attain this goal. When you have joined and paid your fees, you have not done your whole duty to the Association. You have really just started. It is up to you then to find out how much good you can get out of it, and to see how much good you can do for it. Your fees and your efforts for the Association are an investment and you ought to sit up nights planning to get a big return from it. The things we have been able to accomplish during our first year, are good proof of the value of the Association, and it should not be necessary for your officers, or for anyone else to urge you to take a lively interest in increasing our membership list, upon which everything else in connection with our progress depends.

I do not think that you will expect me to-day to make any protracted remarks upon the details of our work. We have had successes which the most sanguine of us scarcely hoped for a year ago. Some of these were reported to those who attended the September meeting. The work has been going ahead along similar lines since that time and further equally satisfactory results have been secured. As there are many matters of importance for us to discuss it will be best for me to refer to our progress only in a general way so that we may have as much time as possible for discussion, for

the passing of resolutions, the election of officers and other matters which must be dealt with to-day.

The Relations Between Wholesaler and Retailer

There is one matter, however, which should be referred to in the Chairman's address, namely the approach towards a better understanding between the retail and the wholesale branches of the lumber trade which has been developing during the last few months. You will hear to-day of the steps that have been taken by the Wholesale Lumber Dealers Association, Inc., at the request of one of our members, towards clearing up one of the most fruitful sources of misunderstanding that exist between the wholesaler and the retailer, namely, the poaching, if I may so call it, of the wholesaler upon the legitimate field of trade of the retailer, and the equally disturbing tendency on the part of the retailer to "get square" with the wholesaler whenever possible by going beyond him in search of stock. These two tendencies, no matter how great or how small may have been their development in the past, have been a source of ill-feeling and have done much to make business life unpleasant and unprofitable for both parties. The progress which our Association has made has helped to influence the wholesalers and to demonstrate to them the importance of giving this matter their attention. On the other hand, the Wholesalers' Association has also been making good progress and has been quick to realize the necessity for doing all that is possible towards the removal of this source of trouble. One of the happy results of that progress has been the passing of a resolution by the Wholesalers instructing their committee on trade relations to be prepared to meet a committee from our association to deal with this matter. The passing of this resolution has not been the outcome of self interest, but the natural growth from the seed of co-operation which was planted among the wholesalers at almost the same time as among ourselves. It will be our duty to-day to give this matter consideration and, if the majority so desire, to appoint a committee from our association to meet the committee from the Wholesale Association for the purpose of endeavoring to find a solution of the problem. It is most important that we give this matter our best thought and appoint a capable committee to represent us in the joint deliberations. It is a problem which we can hardly hope to solve in a day, but undoubtedly we will be doing the right thing if we appoint a strong committee and instruct them as fully as possible in regard to our feelings about the matter. If we do nothing else to-day we will have accomplished a splendid result.

In conclusion, gentlemen, I wish to give you some faint idea of the pleasure it has been to me to preside over the affairs of our association during the first year of its existence. It will ever be one of the greatest sources of pleasure to me to think that you have honored me by placing me in this important position; and it will be a still greater pleasure to feel that, in passing on the office to other hands, I am able to do so with a slight measure of satisfaction over results accomplished. Not that I appropriate much of the credit for this to myself, but that it has been my fortune to preside over an association for which there was great need and in the creation of which we have been able to enlist the energies and the interest of as able and as fine a set of business men as it is possible to bring together.

Encouraging reports were also presented by Horace Boulton, secretary-treasurer of the association, and John B. Reid, chairman of the Membership Committee, which showed that one hundred and thirty-one dealers belonged to the organization. E. M. Barrett, chairman of the Legislation and Transportation Committee, and Walter C. Laidlaw, chairman of the Insurance Committee, also read very complete and interesting reports.

Owing to pressure on the space of the "Canada Lumberman," in recording the activities of other gatherings of the past two weeks these reports are unavoidably held over until the March 1st edition, along with the interview with S. Price, chairman of the Workmen's Compensation Board, in regard to several proposed amendments to the present act, and interviews with Sir William Hearst, and Hon. I. B. Lucas, Attorney General of Ontario, with respect to changes in the Mechanics' Lien Act and the Business Assessment Act, which will be dealt with fully in the next issue of the "Canada Lumberman."

Resolution to Hustle for New Members

Resolved that this association express their appreciation of the work accomplished by our Legislative Committee and endorse the proposals which they have submitted.

Resolved that we recognize the importance of having our association represent as nearly as possible the entire retail industry in Ontario and that each member should make every endeavor to secure new members wherever possible.

Resolved that Messrs. T. E. Rathbone and T. A. F. [Name] of Toronto be auditors to audit the books of the association for the years 1918 and 1919.

IMPORTANT RESOLUTIONS ADOPTED BY CONVENTION

In presenting its report the Legislation Committee expressed the view that under the present legislation the funds provided are insufficient to make the scheme practical:

Whereas, through the efforts of our Association, many deferred shipments of orders placed by our members have been secured, from wholesalers and manufacturers who were delaying shipment, and

Whereas, in future, some of the members of our Association may feel inclined to cancel orders on a falling market, therefore in order to strengthen the association,

Be it resolved that this association strongly deprecates any such action on the part of its members, and request the directors, in all such cases, to make a thorough investigation of same.

The Terms of Sale Net Cash

Whereas the retail lumber dealer must buy his lumber in car lots, carry for a considerable period and distribute in small lots to his customers, and

Whereas the amount of capital required in the retail lumber business is now so large, and

Whereas the public is continually demanding increased service from the retail yards

Be it resolved that the "terms of sale" in the retail lumber business in the Province of Ontario should be net cash, with ledger

(5) That a copy should be made of this resolution and forwarded to the Canadian Manufacturers' Association.

The Standardization of Millwork Sizes

Resolved that Canadian hardwood flooring manufacturers be urged to standardize thicknesses and tongue-and-grooving, and if possible adopt United States standards.

Resolved that a committee be appointed to consider the adoption of the standard millwork sizes adopted by the Toronto dealers or any changes in the same which may be considered advisable to be standard for the whole province, and that a list of these standards be again published in the Monthly Bulletin.

Better Trade Relations Committee

Resolved that this Association appreciates the action of the Wholesale Lumber Dealers Association in appointing a Trade Relation Committee to confer with a similar committee from our association, as mentioned in the secretary's report and desires to go on record as approving the principle therein involved, and approves the appointment by the directors of a committee consisting of Messrs. J. B. Reid, T. H. Hancock and W. C. Irvin for the above purpose.

Resolved that the Monthly Bulletin, published by the Association, be continued as a monthly publication until such time as the secretary considers it advisable to alter the frequency of its issue.



B. F. Clarke, Glencoe, Ont.
Re-elected Director for Southern District



T. H. Hancock, Toronto, Ont.,
New Director Elected for Central District



A. S. Nicholson, Burlington, Ont.,
Re-elected Director for Western District

accounts carried only with people of absolute approved credit, and who agree to pay each month's account in net cash on or before the tenth of the following month, and

Be it resolved further that a card containing this resolution in printed form be sent by the secretary to each member.

The Workmen's Compensation Act

Whereas the directors of the Ontario Retail Lumber Dealers Association and a number of members of the Association waited upon the Chairman of the Workmen's Compensation Board on Monday, February 10th.

Be it resolved that the following recommendations be submitted to the Workmen's Compensation Board and to the Attorney-General for Ontario.

(1) That the employer should have control over the doctor handling injured employees so as to prevent collusion and malingering.

(2) That information should be furnished showing the plants that are responsible for the accidents that occur and the amounts paid out for accidents in each plant as compared to the amount of assessment paid in.

(3) That the right of each Safety Association to represent its group before the Board on matters of common interest should be recognized.

(4) That provision should be made for having the accounts of the different groups audited by auditors appointed ourselves and for securing detailed statements of the money received and paid out.

Resolved that we consider it to our mutual advantage to purchase when possible from wholesalers who patronize our Monthly Bulletin by advertising therein.

Resolved that this association is strongly opposed to the proposed increases asked in charges by the Bell Telephone Co. of Canada, and that a copy of this resolution be sent to the Dominion Board of Railway Commissioners.

Resolved that when new districts or local groups are created they shall be entitled to two representatives each on the Board of Directors, and, resolved that any districts of the association be authorized to subdivide into two or more districts if it may see fit.

Resolved that government owned or operated railroads should be subject to the jurisdiction of the Dominion Board of Railway Commissioners, and that a copy of this resolution be sent to the Minister of Railways and Canals.

Resolved that this association is opposed to Circular No. 86, issued by the Canadian Railway War Board, proposing to cancel freight credit arrangements, and that a copy of this resolution be sent to the Canadian Railway War Board and to the Canadian Manufacturers' Association.

Objections to Increased Switching Charges

Resolved that the Ontario Retail Lumber Dealers' Association is strongly opposed to the proposed switching charge increases asked for by the railway companies and that a copy of this resolution be sent to the Canadian Manufacturers' Association and to the Dominion Board of Railway Commissioners.

Visitors Were Banqueted by the Wholesalers

Social Function After Business Proceedings Was Unqualified Success—Rousing Speeches, Stirring Songs and Co-operative Movement

The complimentary banquet which was tendered the visiting retail lumbermen at the King Edward Hotel, Toronto, at the close of the business proceedings on February 11th, was the most representative and largely attended social function which ever took place in the local annals of the industry. The hosts were the wholesale lumber dealers of Toronto and Western Ontario, and there were over three hundred persons in attendance. Everything in connection with the ambitious undertaking was conducted in an admirable manner, and passed off with great éclat and enthusiasm. The evening was principally devoted to entertainment and merry-making, and all declared that the gathering was one that will live long in the memory of those fortunate enough to be present. The speeches were short and to the point, while the talent, which so ably contributed to the attractive programme, was the best that Toronto can boast of. Every artist was accorded warm applause and had to respond to well-merited encores.

A. E. Clark, chairman of the Wholesale Lumber Dealers' Association, Inc., of Toronto, who ably presided, had on his right, Thomas Patterson, of Hamilton, President of the Ontario Retail Lumber Dealers' Association, and on his left, John B. Reid of Toronto, vice president of the O.R.L.D.A. At the head table were also seated the directors of the association, along with His Worship Mayor Church, of Toronto, Dr. W. A. Riddell, Supt. of the Trades and Labor Branch, Dept. of Public Works, of Toronto, and others.

After the toast of "The King" had been loyally honored, Mr. Clark, in greeting the Ontario retailers as the guests of the wholesale lumbermen of Toronto and Western Ontario, expressed his pleasure in presiding at such an important function, and in welcoming them to the city of Toronto. It was, indeed, a privilege to meet so many men in the trade, who were making history, at one of the finest and most representative turnouts that ever graced a banquet table. Such gatherings as these demonstrated that trade associations meant a great deal to the lumber industry, socially as well as in a business sense. They should all put forth their best effort to work together for the good and welfare of the lumber business. It made no difference whether they were retailers, manufacturers or wholesalers, as they were all lumbermen, selling lumber and enhancing the trade as a whole from many standpoints. Any little controversies could be easily settled at such a gathering as he saw before him and there was no room left for petty squabbling. The industry had just come through one of the most trying eras in Canada and now should unite and co-operate to put things back on a pre-war basis. Canada had emerged from the great world conflict with unbounded credit and, now that the war was over, they should give business a chance. There was nothing to be gained in going around and saying that things were bad and that the bottom had fallen out of everything. Such was not the case and matters would sooner or later readjust themselves, but all this could not be brought about in a few short weeks. It would not do to sit down in an office and expect matters to right themselves of their own accord. The members of the trade should get out and merchandise their lumber and help place affairs on a solid, substantial footing. All were in the same boat and means should be established of doing business on a proper basis. There had been distributed to the members a booklet entitled "Constructive Advertising for the Lumber Business and the Encouragement of Home Owning." "We can all make our business attractive by well directed advertising and why not do it?" asked the speaker. "Again, I welcome you to Toronto on behalf of the wholesale lumber trade, and hope that you will carry away many pleasant memories from this most successful convention."

Mayor Church Praises Work of Lumbermen

Mayor Church expressed his pleasure at being present. The lumber trade possessed a splendid record during the war and made important contributions of men, money and material in winning the great struggle for human liberty and advancement. The lumbermen had played an important part in the development and settlement of Canada and he felt they would still do all in their power during the readjustment period and the return to prosperity. Toronto was pleased to welcome such a representative body of patriotic and progressive men and His Worship added that he had never greeted a gathering with greater pleasure than he did the present one. Toronto had sent some sixty thousand of her sons to the front, and in

that number there had been five thousand casualties. The lumbermen were the pioneers in exploration and settlement of the Dominion and enacted no small part in building up Canada. Many of the larger centres owed their very existence to the lumber industry, and added the Mayor, "I have much pleasure in handing over to you the keys of the city. If any of you gentlemen fall by the wayside while here I promise you that you will be exempt from any liability whatsoever. (Laughter).

The Housing Problem in the Province

The next speaker was Dr. Walter A. Riddell, who is the superintendent of the Trades and Labor Branch of the Ontario Department of Public Works. He paid a tribute to the worthy organization of the lumbermen and spoke on some of the problems of reconstruction, and more particularly the housing plan and employment of returned soldiers. While all the provinces had agreed upon a



"Hand in Hand for the Good of All"

uniform system of employment offices, which were now being organized and opened up in every part of the country, it must be remembered that such bureaus did not of themselves create work for the returned heroes. The Ontario government and also the individual had a big responsibility in this time of readjustment and all should do their part. Some eleven million dollars were available in the province for housing schemes, and it was hoped that advantage would be taken of this sum this year to the extent of, at least, five million dollars in the construction of dwellings for the wage earners and the overseas veterans. The funds available were, as stated, to erect houses for the average wage earner, and the men who were coming back from Europe. Construction would create employment and contribute to the happiness and comfort of those who needed domiciles. In a recent investigation conducted by the speaker in Toronto, out of four hundred average homes of men earning between seventy and one hundred dollars a month, it was found that forty-six per cent. had to sub-let their dwellings in order to reduce the cost of rent and other expenses. The privacy of many families was thus interfered with and, in the proposed housing plans, the lumbermen could actively participate. They were a good group of men to put this thing over and should organize to do so. He was not there to tell them how, but they could get together with the groups of people who were interested in the project. Communities so far had been backward in the housing movement. The retail lumbermen could successfully co-operate in this sphere and thus take up the slack of unemployment and supply good residences for the average worker and the boys who were arriving back from overseas. It was said that thirty-five thousand war brides were coming to Canada to reside, and one thing that would contribute to the welfare and contentment of the men who had been upholding the interests of Canada in the trenches, would be the fact that they could secure well-appointed and sanitary habitations in the Dominion, and in this great work the Ontario government was endeavoring to co-operate in every way.

Mr. Manbert Makes Appeal for Co-operation

A. C. Manbert, of Toronto, who will leave shortly for Great Britain as the trade representative of the lumber interests in order to widen the market for Ontario forest products was introduced by Chairman Clark as one in every way eminently fitted for the important mission and a gentleman enjoying the highest confidence and

esteem of the industry. Mr. Manbert made a happy and graceful reply, and remarked that organization was in accord with the spirit of the times. We had just passed through a remarkable period and epoch in the history of the world, and it was necessary that an aggressive business policy be adopted during the present crucial times. It was a splendid thing to come together, and delightful to mingle in such associations as the lumbermen had formed, and develop by mutual contact our common impulses and high ideals. He believed that the lumber business was the finest on the face of the earth, free from the ordinary trammels and restraints of many other trades and offering large advantage to the generous spirit and inspiration of the times. In the period of readjustment they should be willing to give and take and not be impatient. Men were too prone to lose their personality in the narrow limitations of their own environment and fail to see things that loomed large. He assured his hearers that he deeply appreciated the confidence which had been reposed in him and, in taking his departure for overseas he was much gratified at their abundant evidence of kindness and good will.

John B. Reid, Vice President of the Ontario Retail Lumber Dealers' Association, returned hearty thanks to the hosts of the evening, the wholesale lumbermen of Toronto and Western Ontario, for their generous hospitality, which they all thoroughly appreciated. On behalf the retailers, he joined in wishing Mr. Manbert God-speed in his important work overseas. A more conscientious and efficient representative could not be selected than Mr. Manbert. Owing to

the organization of both wholesalers and retailers, better and more amicable trade relations existed between these two branches of the lumber business. Upright, steady, straightforward business was what the body of retailers stood for and represented. They would continue to work hand in hand with the wholesaler, and had every faith that the latter would work hand in hand with them.

Those who so ably and acceptably contributed to the attractive and enjoyable programme which thoroughly delighted all during the evening, were:

Will Thirkettle, comic song; Arthur Blight, baritone solo; Le Roy Kenney, entertainer; Louis Romanelli, violin solo; Gus Hill, comic song; Frank Oldfield, baritone solo; R. G. Cook, magician; Gladstone Brown, tenor solo; Gus Hill, comic song; Frank Oldfield, baritone solo; Will Thirkettle, comic song; Louis Romanelli, violin solo; Le Roy Kenney, entertainer; Gladstone Brown, tenor solo; Arthur Blight, baritone solo; F. Oldfield-G. Brown, duet.

The committee in charge of the banquet which was in every way a signal success, was composed of W. F. Oliver, (Oliver Lumber Co. Ltd.), chairman; D. C. Johnston (Union Lumber Co. Ltd.), L. D. Barclay (Canadian Western Lumber Co. Ltd.); and A. K. Johnson (J. P. Johnson & Son). They worked diligently both in season and out of season to carry out all the elaborate arrangements for the most representative and largest gathering of the lumber trade ever held in Canada and deserve generous praise for their untiring and self sacrificing efforts.

LIVE WIRE RETAILERS WHO WERE IN ATTENDANCE

Anderson, James, Sutton.
Anderson, B. C., Consumers Lumber Co., Hamilton.
Armstrong, P. G., Opeongo Lumber Company, Barry's Bay.
Allan, W. R., Isaac Allan, Kingston.
Anglin, F. R., S. Anglin & Co., Kingston.

Baird, D. C., St. Marys.
Bryan, F. W., Bryan Mfg. Company, Collingwood.
Boake, G. W., Boake Mfg. Co., Toronto.
Bailey, Arnott, Hagersville.
Boshart, John, B. N. Planing Mills Co., Milverton.
Barnes, J. J., Walter Davidson & Co., Ltd., 188 Duke St., Toronto.
Bowden, Frank G., Frank A. Bowden & Sons, Ltd., Toronto.
Barrett, E. M., Barrett Bros., Ottawa.
Bond, John S., Batts Ltd., 379 Pacific Ave., Toronto.
Belton, Chester H., R. Laidlaw Lumber Co., Sarnia.
Byrne, H. W., Henry Wise Estate, St. Catharines.
Barrett, Wm., Canada Lumber Co., Weston.

Coates, C. L., A. Coates & Sons, Burlington.
Crosthwaite, H., Patterson & Crosthwaite, Hamilton.
Cole, W. T., Seaman, Kent Co., Ltd., Toronto.
Cooper, D. G., Collingwood.
Cluff, J. J., W. Cluff & Sons, Seaforth.
Clarke, B. F., McPherson & Clarke, Glencoe.
Campbell, A. D. F., A. F. Campbell & Son, Arnprior.
Cheney, S. K., Vankleek Hill Mfg. Co., Vankleek Hill.
Colthart, John C., Beatty Bros., Ltd., Fergus.

Dixon, R., Grand Valley.
Dixon, P. J., Unionville.
Doty, Chas. F., Davis & Doty, Oakville.
Davidson, Grant P., Jas. Davidson's Sons, Ottawa.
Dougherty, Jas. H., Powell Lumber Co., 312 Front St. W., Toronto.
Daganeau, Leo, C. & J. Hadley Lumber Co., Chatham.
Hall, M. C., Kitchener.
DeLaplante, A. W., Beaver Lumber Co., Hamilton.
Dunn, A. M., Canadian Wood Products, 1000 Gerrard St. E., Toronto.

Eaton, M. H., Seaman, Kent Co., Ltd., 263 Wallace Ave., Toronto.
Edwards, D. Kemp, Geo. M. Mason Ltd., Ottawa.

Free, Jas., Mimico, Ont.

Gardiner, J. E., P. W. Gardiner & Son, Galt.
Gardiner, R. R., P. W. Gardiner & Son, Galt.
Gilchrist, Jas. T., Jas. T. Gilchrist Lumber Co., 496 Gladstone Ave., Toronto.
Gorvett, W. G., Arthur.
Gillies, Jas., Jas. Gillies & Son, Preston.
Hazen, H., Tillsonburg.
Hancock, T. H., 1372 Bloor St. West, Toronto.
Hope, H. W., Hope Mfg. Co., Ltd., 456 Gilbert Ave., Toronto.
Hadley, W. A., S. Hadley Lumber Co., Chatham.
Harrington, E., Paine Lumber Co., Toronto.
Hind, Edmund, Beaver Lumber Co., Hamilton.
Houston, J. F., Houston Co., Ltd., Tweed.

Irvin, Charles, Irvin Lumber Co., Toronto.
Irvin, John C., Irvin Lumber Co., Toronto.
Ingleby, Chas. E., Ingleby-Taylor Co., Brantford.
Irvin, W. C., Irvin Lumber Co., Toronto.

Iull, H. A., Ingleby-Taylor Co., Ltd., Brantford.

Kernohan, Geo. N., Kernohan Lumber Co., London.

Laidlaw, R. A., R. Laidlaw Lumber Co., Toronto.
Ludlam, H. S., Leamington, Ont.
Locke, Richard, Powell Lumber Co., 312 Front St. W., Toronto.
Ludlam, A., Ludlam-Ainslie Lumber Co., Leamington.
Light, J., R. Light, Napanee.

Mackenzie, J. B., Georgetown.
McEachren, D. J., Alvinston.
Mark, W. H., Parkhill Lumber & Mfg. Co., Parkhill.
Merkley, D. C., Merkley Bros., Casselmann.
McBurney, Jas., North Bay.
McPherson, G. D., Merlin.
Morgan, J. M., Frank A. Bowden & Sons, Toronto.
Menzies, A., J. H. Bowman Lumber Co., Dundas.

Oliver, Robert, Robert Oliver Ltd., Listowel.
Oke, R. G., Whitby.

Piggott, P. G., John Piggott & Sons, Chatham.
Poag, John, John Poag & Co., Ltd., Hamilton.
Pearce, H. R., Pearce Co., Ltd., Marmora.
Patterson, Thos., Patterson & Crosthwaite, Hamilton.
Paterson, T. A., Mickle, Dymont & Son, Ltd., Toronto.

Rhind, Alex., Simpson Planing Mills, Toronto.
Robertson, C. R., W. C. Edwards & Co., Ltd., Ottawa.
Rathbone, T. E., Geo. Rathbone Ltd., Toronto.
Russell, Thos. J., T. J. Russell & Son, Hamilton.
Reid, W. I., W. I. Reid & Co., Galt.
Rastell, R. A., R. A. Rastell & Co., Toronto.
Russell, E. C., Walker Sons, Walkerville.
Russell, H. J., W. G. Russell & Son, Millbrook.
Richardson, F., Ingersoll.
Rhynas, O. W., Mickle, Dymont & Son, Brantford.
Richards, L. H., R. Laidlaw Lumber Co., Sarnia.
Reesor, A. C., Locust Hill.
Richardson, Bruce, B. & G. Richardson, Tilbury.
Reid, John B., Reid & Co., Toronto.

Stanners, E. H., Seaman, Kent Co., Ltd., Toronto.
Streight, J. E. L., Islington.
Savage, W. E. S., Mimico.
Scholey, Walter, Scholey Bros., 195 Ontario St., Toronto.
Saunders, W., Dutton.
Smith, Jaffray B., J. B. Smith & Sons, Toronto.
Sparling, Jas., Meaford.
Shirton, K. J., Wm. Shirton Co., Ltd., Dunnville.
Scofield, J. C., Windsor Lumber Co., Windsor.

Tauzel, T. J., Renfrew Planing Mills, Renfrew.
Tyler, Geo. K., Seaman, Kent Co., Fort William.
Taylor, W. J., Watson & Taylor, Ridgetown.
Tennant, W. B., J. B. Smith & Sons, Toronto.
Thomson, W. H., Thomson Bros., Port Credit.
Travis, W. I., W. J. Travis, Wyoming.
Thompson, Phillips, "Lumber," St. Louis, Mo.
Tupling, W. M., J. R. Eaton & Sons, Ltd., Orillia.

VanBlaricom, G. B., "Canada Lumberman," Toronto.

Warwick, T. C., Blenheim.
Watt, Allan, Watt Milling Co., 363 Royce Ave., Toronto.
Watt, John, Watt Milling Co., Toronto.
Wallace, John T., Dymont Baker Lumber Co., London.

Young, M. J., J. D. Young & Son, 835 College St., Toronto.

Zimmerman, M. B., Consumers Lumber Co., Hamilton.

High Honor for Progressive Lumberman



C. W. Wilkinson, Toronto, Elected Member of Council, Toronto Board of Trade

C. W. Wilkinson, who was recently elected a member of the Council of the Toronto Board of Trade, being nominated by the Lumbermen's Section of that body, is spending a few weeks' holidays in Florida. Mr. Wilkinson was also re-elected a director of the Wholesale Lumber Dealers' Association Inc., at the annual meeting, and has always taken a deep interest in the welfare and progress of all get-together movements in the industry. That he will make a valued and useful member of the Council of the Board of Trade and that further administrative honors will come his way in that influential organization, is the ardent wish of his many friends.

Mr. Wilkinson is vice-president and managing director of the Union Lumber Company, Ltd., of

Toronto, who specialize in Ontario soft woods. He is the only son of W. C. Wilkinson, the veteran secretary of the Board of Education, and was born and brought up in Toronto. His first job was with De Laplante and Bowden, who ran a planing mill and retail lumber yard on Front Street East, away back in the early 90's. Mr. Wilkinson later went to Buffalo, where he was engaged with the Laidlaw Lumber Company as foreman of their yard at the foot of Genesee Street. He was next in the service of various concerns in the west, particularly in Minnesota and Dakota, and gained an all-round experience, not only in the manufacturing end, but also in the shipping, selling and other branches. Returning to the east he was made vice-president of the De Laplante Lumber Company, Ltd., wholesalers and manufacturers, and was located at North Tonawanda, N.Y. In 1907 they moved their head office to Toronto and Mr. Wilkinson came back to his native city. He was with this organization, until in association with Duncan McLaren and others, the Union Lumber Company was formed in May, 1911. Duncan McLaren, president of the latter company, was with the DeLaplante organization as financial manager, and H. G. McDermid, secretary-treasurer of the Union Lumber Company, was the accountant, so that the association of these three gentlemen in their former relations was not broken by the new enterprise which they so successfully launched eight years ago. Mr. Wilkinson is also interested in various other lumber concerns, and outside of his wide business activities he is enthusiastic over automobiling and hockey. He is also a Rotarian and fond of travel. His recent election to the Council of the Board of Trade is an evidence of the esteem in which he is held by the general business community.

Personal Paragraphs of Interest

John Rudden, purchasing agent for the Dempsey Logging Co., Vancouver, spent a few days in Toronto recently.

H. Bourgouin, wholesale lumber merchant, and F. Tremblay, of F. Tremblay & Co., lumber dealers and interior trim manufacturers, are on a trip to Havana.

Reg. Buchan, secretary-treasurer of Robert Bury & Co., (Canada) Ltd., Toronto, left at the beginning of the month on a business trip to the Old Country.

Wm. Power and John Levie, of W. & J. Sharples, Quebec, are in England on business at the present time, and while there will give close attention to the lumber requirements of the country.

P. L. Canfield, who for several years was with the R. E. Butler Lumber Co., of Woodstock, Ont., has gone into the wholesale lumber business for himself and intends covering Western Ontario with full lines of hemlock, pine, spruce and B. C. products. He has had a wide experience in the buying and selling of lumber and various building materials and is favorably known in Western Ontario. Many friends will wish him every success in his new undertaking. Mr. Canfield, who has opened an office on Wellington Street South, Woodstock, spent a few days in Toronto recently and attended the annual convention of the Ontario Retail Lumber Dealers' Association.

Hugh A. Rose, of Toronto, representing Mason, Gordon & Co., is on an extended business trip throughout the Maritime Provinces.

Word has been received in Toronto, of the death of R. H. Clarke, secretary-treasurer of the Wheeler-Osgood Co., Tacoma, Wash., who passed away suddenly. He was a well known authority on trade matters and, in a recent issue of the "Canada Lumberman," an able article

by him, on the position of the lumber trade and its prospects during the period of reconstruction appeared.

J. O. Chalifour, of Quebec, Que., who is secretary of the Retail Lumber Dealers' Association of that city, spent a few days in Toronto recently, on his way to Mount Clemens, Mich., where he will enjoy a rest of a few weeks. He was accompanied by Mrs. Chalifour, and attended the annual convention of the Ontario Retail Lumber Dealers' Association, taking great interest in the proceedings. Mr. Chalifour has long been an ardent exponent of co-operation and organization, and is one of the live wire lumber merchants in the ancient Capital.

John Butler, who recently left Woodstock, Ont., to take up his residence in Sarnia, is a former Mayor of Woodstock. He is a brother of R. E. Butler and was in partnership with him in the retail lumber line until 1906. He then carried on a wholesale business for a long period, but retired some three or four years ago.

Wm. Rutherford, of Wm. Rutherford Sons Co., Ltd., Montreal, has been elected a member of the council of the Board of Trade of that city.

James Buchanan, of the James Buchanan Lumber Co., Montreal, has just returned to business after an illness dating from the beginning of October.

Arthur Campbell, managing director of the Campbell-MacLaurin Lumber Co., Ltd., Montreal, is on a visit to the South.

W. B. Snowball, of J. B. Snowball Company, Ltd., Chatham, N. B., is spending a few weeks in the South for the benefit of his health.

J. H. Monteith, of Monteith Bros., Rosseau, Ont., has returned from spending a few weeks in the South. His brother, Arthur Monteith, after attending the Retail Lumbermen's recent convention in Toronto, left for New York, where he was present at the seventeenth annual banquet of the Canadian Camp at Hotel Astor. He will spend a few weeks in Florida before his return.

Alfred E. Read, of Read Bros., Ltd., Toronto, has returned from an extended business trip to the Coast and Mountain mills of B. C. He states that the industry is looking forward to a big export trade during the coming year and that the period of readjustment is being faced with confidence and assurance that everything will come out satisfactorily.

J. G. Morningstar, who resides in Willoughby township, has just been elected warden of Welland County, Ontario. His many friends will congratulate him on his well deserved promotion. Mr. Morningstar has been in municipal life for a number of years and has two of the most prosperous sawmills in the county in addition to the excellent farm on which he resides.

Walter R. Gilley, of New Westminster, B. C., pioneer logging contractor, died at his home recently, aged 60 years, following a paralytic stroke. He had long been identified with public affairs and was associated with all movements for civic betterment.

The appointment of L. B. Beale, as British Trade Commissioner, at Winnipeg, has been officially approved. Mr. Beale has had business experience in Canada since early 1915, in the Forest and Lands Department of the Government of British Columbia. He has recently been engaged in a special mission to the United Kingdom and France for British Columbia as a timber trade commissioner, and will sail for Canada about February 20.

A. C. Manbert, of Toronto, who is the special overseas representative of the Ontario lumbermen, expects to sail on February 22, for England, where he hopes to widen the uses and create a greater demand for white pine and other wood products. Mr. Manbert will be provided by the Ontario Government, with an office and all needed equipment to conduct a vigorous publicity campaign.

Hanford Price, who is a lumberman, was recently elected mayor of Moncton, N.B., winning a hotly conducted campaign, in which he was endorsed by the Labor interests.

Will Conclude Shipbuilding Activities

The Imperial Munitions Board, after constructing 47 wooden ships, is about to conclude its operations in that line, says a recent despatch from Ottawa. There has been no development in this business since the Dominion Government elaborated a shipbuilding program of its own, and activities have been centered on finishing up the vessels on the stocks. The last of them is scheduled to sail for British Columbia on February 15 via Panama, and will carry a c of lumber. There is no foundation for a report that sixteen constructed for the board in the United States proved unfit for

Generous Response to Red Cross Appeal

The B. C. Mills Timber & Trading Company and its employees were again to the fore in their generous response to an appeal for funds, this time by the Canadian Red Cross Society, in its special campaign. The company subscribed \$1,000.00, while its employees, every one of whom subscribed, responded with

Pulp and Paper Producers Foregather

Representative Will Be Sent to England to Look After the Interest of Canadian Manufacturers

The Canadian Pulp & Paper Association held its annual meeting at the Ritz Carlton Hotel, Montreal, on January 30 and 31. The technical section met on the first day, when Dr. J. S. Bates, superintendent of the Forest Products Laboratories, the retiring president, referred to the progress made during the year. He declared that if the export business was to be expanded it would be necessary to recognize more freely the technical man. The following officers were



J. A. Bothwell, East Angus, P.Q.
New President of Canadian P. & P. Assn.



A. L. Dawe, Montreal, P.Q.
Progressive Secretary of C. P. & P. Assn.

elected: Chairman, Mr. John Stadler; vice-chairman, Mr. F. A. Sabatton; council, Messrs. L. H. Shipman, George Carruthers, and J. B. Beveridge. The secretary, Mr. A. L. Dawe was re-elected.

There was a full attendance at the annual meeting of the association on January 30. Mr. F. J. Campbell, the president, in reviewing the year's work, spoke of the problems which had been worked out during the twelve months. With regard to the returning soldiers, it was being demonstrated daily that by the exercise of patience and effort on the part of the employers and foremen the majority of these men would soon fit into their former occupations and become more valuable than before.

The reports of the following sections were presented: News, Mr. G. M. McKee; chemical pulp, Mr. Carl Riordon; mechanical pulp, Capt. J. H. A. Acer; book and writing, Mr. R. S. Waldie; board, Mr. J. F. Taylor; coated, Mr. Geo. Pauline; felt, Mr. G. M. Graves; wrapping, Mr. F. Howard Wilson; technical, Dr. J. S. Bates; and woodlands, Mr. W. Gerard Power.

A cable was read from the Canadian Trade Mission, in London, suggesting that in view of the many inquiries for Canadian pulp and paper, a representative be sent to England. This matter was left in the hands of the new executive.

The question of publishing an educational course on technical subjects relating to the industries was discussed, opinion being unanimously in favor of this action. The sum of \$5,000 was voted for the expenditure for this course during the current year.

Mr. J. A. Bothwell, of the Brompton Pulp & Paper Co., East Angus, P. Q., was elected president, and Mr. G. Cahoon, of the Laurentide Co., Grand Mere, P. Q., vice-president.

In the evening a dinner was held at the Ritz Carlton Hotel.

Canadian Forest Engineers Meet

The annual meeting of the Canadian Society of Forest Engineers was held on January 29 at the Windsor Hotel, Montreal, Mr. Ellwood Wilson presiding. There were present several representatives of the United States forest organizations, the meeting being followed by a dinner. Dr. C. D. Howe, of the Forestry Department of the University of Toronto, read a paper on forest research work, and Mr. Wallace Dominion Forestry Branch, one describing the forest investigations on the Dominion Forestry branch at Petawawa, this being done in co-operation with the Militia Department. A discussion followed.

The annual meeting of the National Wholesale Lumber Dealers' Association will be held in Philadelphia, Pa., on March 19 and 20.

Forestry Protective Association

The Three Quebec Forest Protective Associations—the St. Maurice, Laurentian, and Southern St. Lawrence—held their annual meetings on January 29 at the Windsor Hotel, while the Quebec Forest Protective Association—a combination of the three—held its meeting on January 30. Apart from the routine business, the chief topic of discussion was the use of aeroplanes, and on this no definite action was taken.

The St. Maurice Association

Mr. R. F. Grant presided at this meeting, and in his report stated that notwithstanding the increase of wages and cost of material during the past season the financial report was evidence that the season 1918 had been a successful one. This was due largely to the increased efficiency of the patrol system and the interest and the kindly co-operation of logging operators, settlers and the public in general throughout the district. The figures showed that a very small area of merchantable timber was burnt; the largest burnt over areas occurred in cut over land. Referring to the hydro-plane patrol, Mr. Grant asked the members to seriously study the cost of operation and the possibilities of such patrol; in his opinion this system of patrol was premature.

Mr. H. Sorgius, the secretary-treasurer and manager, reported that the cost of operations to the members was only \$0.0038 per acre, or \$0.0002 more than during season 1917; also that the cost of extinguishing of fires was about the same as in 1917. The Provincial Government had realized the efficient patrol rendered by the associations and intended to pass a law obliging all limit holders non-members of the protective associations, to patrol their holdings to the satisfaction of the provincial authorities, by competent rangers employed only for this purpose, failing same the patrol would be taken over by the government and the cost borne by limit holders. The accounts showed a balance in hand of \$2,941. The number of fires occurring during the season 1918 was 93, of which 22 required extra help to extinguish, burning over an area of 3,442 acres. Of these, 346 acres were green standing timber, 438 acres young growth not yet merchantable, 1,593 acres cut-over land, and 1,065 acres old burn. The amount spent in fire-fighting was \$984.75, of which the government's share was \$452.68. Logging companies and their employees had given most effective assistance at critical times, whenever called upon. Certain logging companies were using portable stoves on the drives. This was a most commendable change from the standpoint of fire risk, and it was strongly recommended that all operating companies should follow this policy. The report was adopted.

The members discussed from every angle the use of aeroplanes, cost, efficiency, etc., and it was decided that a committee should look into the entire question, especially with regard to cost, before taking definite action.

The following officers were elected: Mr. Robert F. Grant, president; Mr. Charles Lebrun, vice-president; Mr. H. Sorgius, manager and secretary-treasurer; directors, Messrs. Robert F. Grant, Charles Lebrun, Ellwood Wilson, J. M. Dalton, H. Dansereau, T. E. Mack and F. I. Ritchie.

Laurentian Association.

At this meeting, Mr. R. P. Kernan (Donnacona Paper Co.) presided. The report stated that the season, although not as good as the previous one, was favorable for fighting, and no serious losses were incurred, although fire burned over a considerable area of old cuttings. In all, ninety-six fires were reported, and of these the regular staff of rangers put out, unassisted, eighty-nine. The Quebec Forest Protective Association had been incorporated, but the Ottawa Association did not endorse the plan and had withdrawn from the Quebec Association. The surplus amounted to \$5,379. Mr. R. L. Seaborne, the manager, submitted a detailed report of the year's operations. The following officers were re-elected: Messrs. Robert P. Kernan, president; A. J. Price, vice-president; directors, B. A. Scott, E. G. Gorman, C. A. Sewell, W. P. Grant, and A. J. Turner.

Southern St. Lawrence.

In presiding at this meeting Mr. W. Gerard Power stated that the benefits derived by timber owners on the South Shore of the St. Lawrence, in regard to the education of the people and the great change in their attitude, fully repaid any expenditure which they had been put to, and, of course, every one was getting a certain amount of protection over and above this campaign of education. While some of the members might find that the greater amount paid by them as assessment dues was large, if the value of the property protected was taken into account, the percentage looked at from the point of view of an insurance premium only was very slight.

The report of Mr. P. G. Owen, the secretary-treasurer, showed a

surplus of \$5,231. Mr. J. D. Brule, manager of the eastern division, and Mr. C. B. Guerin, manager of the western division, reported in detail on the operations of the year. In the former division 45 fires were reported and in the latter 80 fires.

The following were elected as officers: Messrs. W. Gerard Power, hon. president; R. L. Montgomery, president; directors:—(Western division) H. M. Wilson, Arch. Fraser, P. G. Quincy, E. A. Rockett, W. G. Power, D. C. T. Atkinson, J. V. Perrin; (Eastern division) Angus McLean, D. Champoux, Wm. Russell, Chas. MacLeay, H. F. Calhoun, C. W. Mullen and B. Scott.

Big Opportunities for Good Business

Canada Metal Company Holds Most Successful Sales Convention—Splendid Record During Past Year

The seventh annual sales convention of the Canada Metal Company, Ltd., Toronto, was held during the week beginning January 20th, and was a gratifying success from every standpoint. The company have a staff of thirty salesmen covering the Dominion and the annual gathering is always looked forward to with keen appreciation. The expectations of those who attended were more than realized on this occasion and, from a business, instructive, co-operative, and social standpoint the sessions left nothing to be desired.

W. G. Harris, Sr., president of the company, opened the proceedings in an optimistic address, in which he stated that year by year the business of the firm was growing and the sales staff increasing. Until a few years ago it was possible to call all their salesmen together frequently to discuss conditions, but now with branches in Hamilton, Montreal, Winnipeg, and Vancouver, and each with its separate sales staff, it was impossible to assemble more than once a year. At the annual gatherings the past year's results are looked over, all errors of omission and commission corrected, and the foundation laid for better service and greater efficiency. Mr. Harris added that the Canada Metal Company Ltd., stood for service plus quality, and that it was only by maintaining these high standards that they could expect to hold their supremacy in their particular line. He looked for a period of exceptional prosperity in the Dominion and thought that 1919 would witness a great trade expansion not only for their own firm, but for every Canadian manufacturer determined to go after the business and take full advantage of the opportunities presented.

Continuing, Mr. Harris stated, "one of our leading financial houses recently sent out a circular broadcast, which expresses my sentiments exactly, for I am a firm believer in Canada and its future. The reasons given for expecting a period of exceptional prosperity in the Dominion were as follows:

"The stage is set in Canada for a period of development, the like of which has never been known in the history of the Dominion. The nation is building ships that will carry Canadian products to every country in the world. The steel industries are being equipped on a scale that should, before long, make Canada independent of imported supplies. The big consuming markets are becoming more dependent each year on Canada for pulp and paper supplies, and this country is, physically, in a position to provide for the world's requirements indefinitely."

Mr. Harris, Jr., vice-president, presided, and in going over the annual report of sales of each salesman, said that it was most gratifying to see the progress made in 1918. In 1917 the company's sales established a record, but 1918 was far ahead. Not only had the branches made considerable progress, but large business had been done with Australia, New Zealand, South Africa, and other distant parts of the British Colonies.

"Our convention," Mr. Harris, Jr., continued, "will be devoted to going thoroughly into our various lines, so that salesmen can gain a greater knowledge of the goods they are selling."

The presentation of the prizes was most interesting, and Mr. Martin of Toronto, when he received his cheque for the first prize in general sales, was like Niobe—all smiles. Mr. White, of Winnipeg, made a good second. Mr. Parkin of Hamilton received a beautiful diamond ring for the first prize in the Harris heavy pressure babbitt metal competition. In this competition, Mr. Hughes, Toronto, was second.

Salesmen had been encouraged to send in questions to be answered in reference to all metals, or anything associated with the metal industry, and one morning was devoted to taking up such questions.

At noon each day, lunch was served at the Humber Bay Inn, and the trip along the lake shore made a most enjoyable break in the proceedings. Monday evening there was a smoking concert in the convention hall.

At the conclusion of the convention, a hearty vote of thanks was accorded to Mr. Harris, Sr., Mr. Harris, Jr., and Mr. H. C.

Crow, for the excellent way in which everything had been prepared and carried out.

Mr. Crow, in replying, stated that he hoped that each salesman had gained a little more knowledge of the goods manufactured by the company and that they would be able to assist everyone interested in the metal business with any difficulty which might arise, and that the motto for each one should be: "We will be satisfied with nothing short of perfection."

Is Embarking in the Wholesale Line

J. M. Donovan, of Toronto, recently returned, after spending several weeks in British Columbia, where he visited many of the Coast and Mountain mills. Mr. Donovan, who has been selling on commission in the lumber line for some years, is embarking in the wholesale lumber business, and will open an office on the fifth floor of the Bank of Hamilton Building, where he will specialize in B. C. lumber and southern hardwoods.

Speaking of the western situation, he stated there was a slight weakening in timbers and dressed stock, but that quotations on No. 1 and 2 common fir boards were being well maintained. As soon as freight rates via the Panama canal to New York fall it is felt there will be a much larger shipping business. The present tariff of \$20 per M feet, b m., is regarded as too high. In the Crow's Nest district the feeling is optimistic and stocks of soft white pine are not large. Several big mills are putting in hot ponds in order to increase production. The C. P. R. recently placed an order in that district for one million ties, which will use up a large quantity of the small logs, without in any way interfering with the usual manufacturing conditions. It is expected that an order for a hundred million feet from the British Government will soon materialize in B. C. The business will be divided up among all the plants being mostly for small dimension, board and interior trim. Mr. Donovan looks for an encouraging trade in the east during the coming year in western soft pine, fir, larch and western hemlock.

Effects at Camp Mohawk Disposed Of

The Imperial Munitions Board has announced the sale of Camp Mohawk, Deseronto, Ont., to Frank Anglin, of Brewers' Mills, W. S. Anglin, of Battersea, and Frank and Charles Anglin, of the firm of S. Anglin & Co., retail lumber merchants, of Kingston, Ont. The sale is a big one, as there is two and a quarter million feet of lumber in the camp which the purchasers acquire, as well as heating plants, etc. The Board has also announced the sale of the summer camp at Deseronto to W. S. Anglin. This includes about three-quarters of a million feet of lumber, as well as heating plants, etc.

The B. C. Mills Are Getting Alarmed

Word was recently sent to Sir Thos. Wihte, Minister of Finance, by Premier Oliver of B. C., who stated that unless the lumbermen can get new orders within three weeks, most of the B. C. mills will have to close down. The message to Ottawa was: "From information which I have received I am led to believe that the British timber control is calling for tenders from American brokers on the Pacific coast. Should the brokers succeed in obtaining this contract we shall feel that this result will have been caused by lack of persistent effort on the part of your Government to secure the necessary tonnage. We feel that it would be an abominable shame if, through lack of effort on the part of your Government, British Columbia fails to secure this business."

Quebec Advances in Forest Fire Work

In the Provincial Legislature of Quebec, recently, Hon. L. A. Taschereau presented a resolution and Bill to amend the law respecting the protection of forests against fire. He did this on behalf of the Hon. Jules Allard, Minister of Lands and Forests, who is a member of the Legislative Council. The Bill provides for the granting of subsidies to the forest protection associations in order to enable them the better to check fires in the timber concessions, either by means of patrolling aeroplanes or other methods, and also to force those methods, and also to force those companies which have not joined one of the four big forestry protection associations in the province, to take proper steps to safeguard their forest concessions against fire, or, failing their doing so, the Government will undertake the work and charge them with the cost.

It is understood that about ninety per cent. of the lumber companies belong to these associations, which take all necessary measures to ensure the safety of the forest concessions belonging to their members, and the new Act will practically force the outside companies to take similar precautions. Some of the protective associations are in correspondence with the Federal Government regarding the securing of aeroplanes for patrol work, which they expect to start next summer.

National Survey of the Timber of Canada

Canadian Forestry Association Urges Importance of An Accurate Inventory in the Interest of Conservation and Development—Prompt Action Necessary

The Forestry Conference held at the Windsor Hotel, Montreal, on January 29 and 30 was a complete success. It was a gathering of the members of the various forest protective associations, lumbermen from Quebec, Ontario, New Brunswick, and Nova Scotia, Government departments, Canadian Pulp & Paper Association, Canadian Forestry Association and of the general public. It was convened by the last named association, acting in conjunction with the Quebec Forest Protective Association and the Woodlands section of the Canadian Pulp & Paper Association.

The attendance was large. The discussions covered forestry, lumbering, and pulp and paper. In a sense it was an inter-United States conference, as several representatives from over the border were present and read papers. Some practical work was also done in the way of appointing committees to investigate problems affecting the lumber industry.

There were four sessions, two each day. On the first day the annual meeting of the Forestry Association was held, with a conference in the afternoon, and on the second day the proceedings were mainly directed by the Quebec Forest Protective Association and the Woodlands section of the Canadian Pulp and Paper Association.

On January 29 the proceedings opened with the annual meeting of the Canadian Forestry Association, the Hon. Sydney Fisher presiding in the absence of Lieut.-Col. Dennis, who is in Siberia.

Mr. Robson Black, the secretary, presented a long report detailing the operations of the year, which were directed largely to campaigns with the governments for changes in the by-laws or organizations, and also to educational work in the districts which chiefly required the attention of the Association. Reference was made to the car equipped with various forestry apparatus, and to propaganda work in the French districts of Quebec and New Brunswick, also in the West. The membership increased 2,000 and now stood at 8,000. The income totalled \$15,270, the balance being \$929.

There was a brief discussion on one or two minor points, after which the report was adopted.

At the afternoon session, the Hon. Sydney Fisher, who presided, referred to the importance of giving greater attention to the wood lots privately owned, which were now being dealt with in a very wasteful and unscientific way. Unless attention was given to these lots the damage to the resources of the country in the future would be enormous.

Part that Timber Played in War

Major Barrington Moore, of New York, who has recently returned from the front, read a paper on the part played by the French forests in the war and the work of the Canadian Forestry Corps and American forestry section in utilizing these forests. After pointing out the impossibility of shipping lumber to France, after the first two years of the war, owing to the tonnage shortage, and the military necessity for wood, Major Moore described the various purposes for which lumber was required, such as wharves, hospitals, barracks, railways, telephone and telegraph lines, fuel, trench work, packing cases, etc. The American army, he said, had not been long in France, before this necessity for lumber faced them in terrible earnestness. Col. Graves and himself were made responsible for getting this lumber, and it was understood that the French would fill the first requirements, but this only meant, they afterwards found, that the French would furnish the trees standing in the forests.

The situation was critical, as the troops were on their way and there was no available supplies. The army must have forestry troops and sawmills at once. General Pershing was so anxious about the situation that he dictated an urgent cable asking the War Department to stop sending fighting men until they first sent forestry troops.

Fortunately, France had the forests—and the reason was that France had practiced forestry for generations. The southwest corner of France, planted with maritime pine, was the largest source of lumber not only for the French army, but for the British and American armies as well. The French maintained absolute control over their forests, with a view to preventing annihilation. Ultimate control was vested in a committee of representatives selected by the Minister of Agriculture, the Minister of Munitions, and other members of the cabinet and representatives of the lumber industry.

The operations of the Canadian and American lumbermen were uniformly well carried out. The stumps were cut so low that one could hardly see them; the tops were chopped into cordwood and the

slash thoroughly cleaned up. The cutting areas of the Canadians and Americans were generally better than those of the French wood merchants themselves.

Organization of the Forestry Corps

The organization of the American forestry section was largely patterned after that of the Canadian forestry corps. Major Moore then referred to the co-operation given by the British and Canadian forestry directorate in France, and stated that after getting the requisite data the United States Government was asked for 18,000 forestry troops, of which 7,500 were to be skilled lumbermen, about 4,500 engineer troops, and 6,000 unskilled labor. The unit of the Canadian Forestry Corps was the company, that of the United States the battalion, on account of army regulations. The standing lumber was bought through an inter-allied committee, on which all the allies were represented. The negotiations for the purchase of forests were carried on through the French, who possessed the right of requisition and used it effectively, saving millions of dollars and defeating the swarms of speculators. The American army managed to acquire lumber enough to keep ahead of the operations, but towards the end it was becoming more and more difficult to find reasonably accessible tracts. Logging operations varied greatly. Last autumn the War Department planned to have four and a half million men in France by July, 1919, involving an immense increase in lumber requirements. It was planned to bring over twenty-four thousand additional forestry troops, or a total of forty-two thousand men.

The Pulpwood Wealth and Its Future

Mr. F. J. Campbell, of Windsor Mills, Que., the retiring president of the Canadian Pulp & Paper Association, spoke on the pulp and paper industry in its direct relation to the maintenance of forest materials. It was estimated, he said, that the standing pulpwood in the province of Quebec amounted to 300,000,000 cords, but the best authorities agreed that was little better than an average of guesses. Eliminating what was burned and otherwise destroyed, what was being opened up for settlement and cut for lumber, and deducting what was absolutely inaccessible and also commercially inaccessible, he guessed that the available supply was 150,000,000 cords, which was borne out to some extent by an estimate made in 1904 by Mr. J. C. Langelier, inspector of forest rangers for the province of Quebec. At that time Mr. Langelier estimated the available supply as 176,783,966 cords, and the consumption per annum at 526,865 cords, or sufficient to last on that basis over 334 years. The consumption had increased to 1,711,151 cords. During twelve years there had been cut 13,500,000 cords, reducing Mr. Langelier's estimate to 163,000,000 cords. Dividing the current consumption in 1916 of 1,711,000 cords into the available supply of 163,000,000 cords, the supply based on consumption in that year would last 95 years. In twelve years the cut had increased 3.25 per cent., and reckoning that the increase during the next twelve years would be in direct ratio to that of the previous twelve years, the consumption in 1928 would be at the rate of 3,000,000 cords, bringing down the available supply to 135,000,000 cords. On the same basis of consumption of 3,000,000 cords per annum, the available supply would be sufficient for 45 years more, providing the consumption showed no increase. The extraordinary growth of consumption was a matter for serious thought, especially as the supply was not increasing, while the consumption was growing with astonishing rapidity.

It was only a few years ago that the pulp and paper industry was south of the Great Lakes; it then developed in Quebec to the south of the St. Lawrence. Since then it had extended on a much larger scale to the north of the St. Lawrence, and already very large plants had been erected far to the north. As the supply of wood in the United States disappeared the mills dependent on it were being replaced by mills in this country. They must therefore count not only on the natural increase in the consumption of paper, but also on the centering of the pulp and paper industry in this country, and largely in Quebec, owing to the present supply of wood and ample water power.

Mr. Gillies Elected to Presidency

Mr. J. S. Gillies was appointed president, and Mr. Clyde Leavitt vice-president, the territorial vice-presidents and the directors being re-elected.

The following committee was appointed to bring about a standardization of fire protection: Messrs. J. B. Harkin, H. C. Johnson, J. H. White and Henry Sorgius.



Wanted & For Sale

PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 20 cents per agate line (14 agate lines make one inch). \$2.80 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 20th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

Hemlock Wanted

Block of dry No. 1 and No. 2 Hemlock. Write the Elgie & Jarvis Lumber Co., Ltd., 18 Toronto St., Toronto, Ont. 2-4

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

Spruce and Pine Wanted

1 x 4 Cull Spruce, and also Cull Pine. Hamilton Lumber & Coal Company, Ltd., Hamilton, Ont. 4

Hemlock Wanted

Peeled Hemlock pulpwood, 4 ft. lengths; state quantity and price, f.o.b. cars your siding. Box 845, Canada Lumberman, Toronto, Ont. 2-4

2000 Cords Pulpwood Wanted

Am open to buy all kinds of pulpwood F.O.B. Cars. State lowest price with point of loading. Advance furnished. Box 841, Canada Lumberman, Toronto, Ontario. 2-5

Lumber Wanted

We are always in the market for 4/4, 5/4, 6/4 and 8/4 Mill Cull Basswood, Spruce, Balsam, Poplar and White Pine. Correspondence solicited. The George N. Comfort Lumber Co., Rockefeller Bldg., Cleveland, Ohio. 4-t.f.

For Sale-Lumber

Shavings For Sale

Baled Shavings, car loads and small lots. The Boake Manufacturing Co., Ltd., Toronto, Ont. 2-5

Pine Slabs For Sale

For sale 1000 cords of soft pine slabs. Immediate delivery. Bishop Lumber Company, Nesterville, Ont. 3-4

Hemlock and Birch For Sale

2 cars of 2 x 6 Hemlock, dry.
1 car of 1 x 7 and wider dry Birch, Com.
Peterborough Canoe Co., Ltd.,
Peterborough, Ont. 2-4

Spruce and Jack Pine For Sale

Cut to order.
HENDON LUMBER CO.,
Halifax, Ont. 4

Butternut Logs For Sale

The logs from 18 butternut trees, the diameter at top 10 in. to 18 in. and butts 16 in. to 24 in. These trees can be seen by calling on Laird Bros., Dresden, Ont. 4

Maple and Spruce For Sale

Three cars 2" x 6" up; Mill Cull and Better, Maple, Dry, and about 1,000,000 ft. 1", 2", 3" Dry Spruce, 5th Quality and Better, also 400,000 ft. 1", 1 1/4", 1 1/2", 2" Log Run Pine, Mill Culls out.

FOR PROMPT SHIPMENT —

Apply: J. P. Abel, Fortin & Co.,
Maisonnette (Montreal), P.Q. 4

Lumber For Sale

Two cars 4 x 4 Maple Boxed Hearts.
One car 5 x 5 Maple Boxed Hearts.
One car 6 x 6 Maple Boxed Hearts.
Seven cars Fir Doors.
Three cars Fir Columns.

GEO. C. GOODFELLOW,
Montreal, Que. 4

Pulpwood For Sale

Ten thousand cords of pulpwood situated within 200 miles from Quebec city, and ten million ft. of spruce and hardwood lumber, winter cut. We can fill almost any order. Quotations will be furnished on demand. Quebec Lumber Co., 98 St. Peter St., Quebec, P.Q. 3-8

Lumber and Fence Posts

I have the following, situated in Eastern Ontario, which I will cut to suit purchaser:

100 M. Basswood,
60 M. Pine,
50 M. Elm,
40 M. Spruce,
30 M. Soft Maple.

Also 35,000 Fence Posts.

Box 871, Canada Lumberman, Toronto, Ont. 4

Wanted-Machinery

Locomotive Boiler Wanted

Second-hand 30 horse power Locomotive Boiler, must be in first class shape. Apply Jennings & Bailey, R. R. No. 2, Bancroft, Ont. 4-5

Band Saw and Planer Wanted

Wanted second-hand band saw with tilting saw, suitable for ship work, also one 24" Buzz Planer.

CHARLES H. NADEAU,
Port Daniel East, P.Q. 4-6

Filing Room Equipment Wanted

Filing room equipment to handle 8" band saws, including automatic double cut band saw grinder, right hand. Also five-saw overhead slasher, including chains, mandrel and driving gear. Also set of from fifteen to twenty-five lumber rolls and gears. The Pearce Company, Limited, Marmora, Ont. 4

For Sale-Machinery

Jenckes Corliss Engine For Sale

One second-hand Jenckes Corliss Engine, 12 in. x 30 in. cut. Description and price on application to

Canadian Ingersoll-Rand Company, Ltd.,
Toronto, Ont. 2-t.f.

Equipment For Sale

No. 90 Berlin High Speed Matcher (Profilers).
No. 77 American High Speed Matcher.
Berlin Horizontal Slab Resaw.
Morse Horizontal Slab Resaw.
Morse Hopper Feed Horizontal Resaw.
Berlin, Cowan and C.M.C. Vertical Resaws.
Berlin 43" Triple Drum Sander (others).
Box Board Matcher.
Morgan No. 18 Open Back Nailer.
Berlin and Fay and Egan Double Surfer.
Three-color Box Printer.
Three Corliss Engines, etc.
Pony Band Mill (fine).
Box 865, Canada Lumberman, Toronto, Ont. 4

Locomotive For Sale

Fifty-ton standard gauge Climax geared locomotive in first class shape. Immediate delivery. Box 827, Canada Lumberman, Toronto, Ont. 4

Equipment For Sale

Boiler, H.R.T., 60" x 12". Government certificate for 100 lbs. steam pressure.
Engine—60 H.P., Peerless, high speed, self-oiling.
Generator, S.K.C., 30 K.W., 133 cycle, 2400 volt, 3 phase, with exciter.
Used as electric light plant. Hydro now installed. First class condition.
JNO. J. GARTSHORE,
58 Front St. W., Toronto. 4

Burner For Sale

"Muskegon" Water-space, type 16 ft. inside, 19 in. outside and 18 in. water-space. Splendid condition. Cheap. Box 869, Canada Lumberman, Toronto, Ont. 4-5

Equipment For Sale

1 MacGregor-Gourlay double head tenonner.
1 Mattison variety lathe, 24 in.
1 pony planer, 24 in.
1 elbow sander.
2 Reynolds screw drivers, No. 2.
1 15 H.P. C.G.E. motor, 220 volt.
1 50 H.P. C.G.E. motor, 550 volt.
1 35 in. Sturtevant fan.

Peterborough Canoe Co., Ltd.,
Peterborough, Ont. 24-5

Equipment For Sale

1 Portable Saw Mill, fully equipped with Trimmer, 3 saw Edger, Jack and slush chains.
1 J. I. Case Co. Traction Engine.
1 Twenty-five foot Towing Boat, with 12 H.P. gasoline engine.
A quantity of light steel rail, 8 x 12 lb.
23 sets logging sleighs.
2 Water Tanks.
1 Patent Snowplow.
3 teams heavy horses, and other logging equipment.

This outfit can be seen in operation at Norvar, Ont., after January 20th, and possession given March 1st, 1919. Will sell separately or collectively.

The Ontario Bark Company, Limited,
Huntsville, Ont. 2-5

Planer and Matcher For Sale

A twenty-four inch combined planer and matcher, first-class condition; thoroughly rebuilt; cheap. W. H. Sumbling Machinery Co., 7 St. Mary St., Toronto. 4-7

Tubular Boilers For Sale

100 H.P. Tubular Boiler, 125 lb. steam, used three months, only \$1,400.00, Winnipeg.
Two 100 H.P. ditto (never set up) \$1,550.00 each, Wisconsin.
Two 100 H.P. ditto (Saskatchewan), used short time, \$2,200.00 each.
Box 866, Canada Lumberman, Toronto, Ont. 4-5

Equipment For Sale

One P. Payette Co. lathe machine and bolter, lathe trimmer and sorting table, pulleys and belting. All in first class condition. Address Box 853, Canada Lumberman, Toronto, Ont. 3-6

For Sale

1—17 x 24 Atlas Engine, with 36 in. x 10 ft. flywheel.
2—No. 94 Berlin Matchers, 15 in., fitted with hard-steel knives on top and bottom cylinders—one pair shiplap, jointer and flooring heads with bits for each machine.
1—No. 152 Berlin Double Surfer, 30 in. x 6 in.
1—No. 199 Berlin Buzz Planer.
1—No. 290 Berlin Picket Header.

The Otis Staples Lumber Company, Ltd.,
19-t.f. Wycliffe, B.C.

Wanted-Employment

Advertisements under this heading one cent a word per insertion. Box No. 10 cents extra. Minimum charge 25 cents.

Wanted position by first class band sawyer, single or double cut, nine years' experience; capable worker. Box 363, 119 Board of Trade Bldg. Montreal. 4-5

WANTED POSITION BY FIRST CLASS BAND SAW FILER, 20 years' experience; can furnish first class reference. Box 836, Canada Lumberman, Toronto, Ont. 2-8

LUMBERMAN, EXPERIENCED, all branches, wants position March 1st; ten years on road; salary or commission. Box 864, Canada Lumberman, Toronto, Ont. 4-5

COMPETENT ACCOUNTANT with ten years' practical experience in lumber business. Thoroughly experienced in logging, manufacturing, handling of yard stock, camp supplies and lumber concern store. Box 852, Canada Lumberman, Toronto, Ont. 4

CONTRACT WANTED by capable sawmill superintendent, many years' experience, to operate by the thousand mill cutting 50 to 100 thousand daily. Quantity and quality of production guaranteed. Box 867, Canada Lumberman, Toronto, Ont. 4-5

WANTED POSITION AS DOUBLE CUT BAND SAW FILER. 25 years on Band and Circular Saws. Also all-round millwright. Last 12 years full charge of mill and filing. Can furnish best of references. Reason for changing seasons shortening. Box 849, Canada Lumberman, Toronto, Ont. 3-5

POSITION AS SAWYER on left hand rig. Have had long experience on both circular and band saws. I am used to fast rigs, steam feed and steam niggers. Have been in the employ of the same company for six years. I want to change on account of short seasons. Any company that can offer me a sawing job for at least six or seven sawing months out of the year, I will gladly accept it. I am a married man with wife and family. Can furnish best of references if required. Apply to "Sawyer Tom," c/o Canada Lumberman, Toronto, Ont. 4-6

WANTED POSITION BY PRACTICAL LUMBERMAN: fifteen years' experience in all branches. Last ten years Sales Manager for large Canadian company. Box 785, Canada Lumberman, Toronto. 18-6

WANTED POSITION AS MILL SUPER-INTENDENT by first class man. Can get results. 20 years' experience. Can start first February. Box 837, Canada Lumberman, Toronto, Ont. 2-8

LUMBER INSPECTOR, experienced in Hardwoods, Hemlock and Spruce, desires position as Shipper or Yard Superintendent. Satisfactory references furnished. Address Box No. 854, Canada Lumberman, Toronto, Ont. 3-4

ADVERTISER WITH 25 YEARS' EXPERIENCE, erecting and care of sawmill and woodworking machinery open for employment. Would make yearly contract with manufacturer to go abroad. Box 846, Canada Lumberman, Toronto, Ont. 3-4

Wanted-Employees

Advertisements under this heading two cents a word per insertion. Minimum charge 50 cents.

WANTED—YOUNG MAN, single preferred, with experience in inspecting, buying and selling Hardwood Lumber. Splendid opportunity to get into business on salary and profits; with or without investment. Opportunity to advance. Box 868, Canada Lumberman, Toronto, Ont. 4

WANTED — ENERGETIC LUMBER SALESMAN with successful experience in marketing to retail and industrial trade, soft and hardwood lumber and timber. Give names of present and former employers. Salary and percentage in profits. Address, Room, 32, Hochelaga Bank Bldg., Quebec, Que. 4-5

Business Chances

Timber For Sale

To sell—400 acres of heavy mixed timber; convenient to C. N. Ry. and Toronto markets. Box 191 Arnprior, Ont. 4

A firm owning an up-to-date sawmill, capacity about thirty-five thousand feet per day, would like to get in touch with parties owning Hardwood or Spruce timber, with a view to making an arrangement for the manufacture of same. Box 861, Canada Lumberman, Toronto, Ont. 4-5

A SNAP—FOR SALE

Planing Mill, Saw Mill and Lumber Yard. First-class business. Mills equipped with latest and best machinery. Power; both steam and hydro. A nice residence and office, sheds and barn can be bought very reasonable.

Apply to J. J. BERGER, 4-7 New Hamburg, Ont.

TENDERS WANTED

Sealed tenders will be received until February 25th for the following lumber, i.e. cars Montreal:—

808,000 ft. of 4th quality and better Spruce, 1 x 4 in. and up, average width 6 3/4 in., 6 to 16 ft. long, average 10 ft. and over, all 1916 sawing. If unable to tender on 1916 sawing state length of time lumber has been in pile.

The James Shearer Co., Limited, 225 St. Patrick St., Montreal.

TIMBER FOR SALE At a Sacrifice Price

Two tracts, containing 213,000 acres, traversed by good rivers to bring the logs down to the Canadian Pacific Railway, on the North Saskatchewan River, at Mountain House in Western Canada; on which there is a very large amount of sawmilling White Spruce and Pine timber, an immense amount of small Spruce, Pulpwood and Boxwood timber.

A large modern sawmill and full equipment of woodworking machinery may be bought very cheaply with the timber, as a going concern.

For particulars, maps, estimates and information regarding this large timber proposition, write or telegraph to

J. S. MacEWEN, Owner, c/o Northwestern National Bank, Minneapolis, Minn. 4-5

For Sale

Building and Machinery of good Double Cut Band Sawmill, well equipped with steam feed, canter, loaders, etc.

If you want a good mill, address Box 762, Canada Lumberman, Toronto, Ont. 15-t.f.

MILL AND LIMITS FOR SALE in New Ontario.

Would sell outright or half interest. Excellent opportunity for a lumberman. Reason for selling, short of capital. A fortune awaiting the right man.

Address, J. Apartment 3 A, 578 Dorchester St. W., Montreal, Que. 2-t.f.

For Sale—Valuable Saw Mill

Stave and heading plant in eastern North Carolina, accessible to both pine and gum timber, water and rail transportation, brick dry kilns and all other appointments of a first-class property. Stave and heading machinery recently newly installed. Address,

"STAVES & LUMBER," Box 167, Burgaw, North Carolina. 1-4

Agency Wanted

Gentleman living in South Wales, Great Britain, with a large pit prop and colliery timber connection, wishes to act as distributing agent for a lumber merchant or exporter in Newfoundland or elsewhere, and would also purchase loads of pit props cut to specification. Advertiser would come over and interview merchants anxious to do business. J. Griffith Jones, Colliery Timber Merchant, Llanelly, S. Wales, Great Britain. 1-4

SPLENDID TIMBER LIMITS FOR SALE

One parcel consisting of 41 claims in British Columbia, containing 690,403,000 feet of mixed Douglas Fir, Red Cedar, Spruce, Yellow Cedar and Hemlock. Over 40 square miles. 26,092 acres. Quantity of each kind of timber will be given on application. Splendid property, one of the finest in the Dominion. Timber for sale only, subject to Government license. Price \$650,000. Liberal terms of payment. Will take Victory Bonds up to half or three-quarters of the amount. This timber will be sold subject to inspection. Must be sold within the next three weeks.

Also other smaller properties for sale in Canada.

Address S. G. Read & Son, Limited, 129 Colborne Street, Brantford, Ontario, exclusive agents. 4-5

Miscellaneous



Tenders for Timber on Lower French River Indian Reserve

Sealed tenders addressed to the undersigned and marked on the envelope "Tender for Lower French Timber" will be received until noon of Wednesday, the 26th day of February, 1919, for the merchantable Basswood, Elm and Birch timber on the Lower French River Indian Reserve, in the district of Parry Sound, in the Province of Ontario.

Tenderers should state the amount of cash bonus they are prepared to pay for the timber over and above Crown dues payable under sworn returns furnished by a licensed culler. An accepted cheque on any Canadian chartered bank for ten per cent. of the bonus tendered should accompany each tender, the balance of the bonus to be paid within thirty days from date of notification of acceptance of tender.

An annual license will be granted to the successful tenderer, and five years will be allowed for the removal of the timber under the regulations of the Department.

Any further information desired may be obtained upon application to the undersigned, or to Alexander Logan, Indian Superintendent at Parry Sound.

The unauthorized publication of this advertisement will not be paid for.

DUNCAN C. SCOTT, Deputy Superintendent General of Indian Affairs.

Department of Indian Affairs, Ottawa, January 17, 1919. 3-4

In order to close Estate in Town of 3,000 population in Province of Quebec on G.T.R., Factory now making Sash and Doors, House Trim, etc., 125 Horse Water Power, Dry Kilns, etc., is for sale or would consider organizing stock company with party having some capital capable of managing the business, or plant could easily be converted into Handle and Woodware factory. Unlimited supply of birch, maple, and beech lumber in vicinity. Party with capital thoroughly understanding the manufacturing and marketing of these lines would be offered an attractive proposition.

Interested parties address Box No. 844, Canada Lumberman, Toronto, Ont. 2-7

Standing Timber For Sale

The undersigned offer for sale timber limits at Cranbrook and Lamb Creek, B.C. Said timber having been estimated by James D. Lacey & Co., of Seattle, copies of said cruise, price and terms of sale, can be had at the office of J. H. King, Minister of Works, Victoria, B.C.

Summary of Cranbrook Unit

Red Fir	5,824,000 ft.	10%	Tie timber
Tamarack	41,236,000 ft.	72%	Tie timber
Yellow Pine ..	609,000 ft.	1%	
Balsam	631,000 ft.	1%	
Spruce	1,448,000 ft.	3%	
Jack Pine	7,592,000 ft.	13%	Tie timber
Cottonwood ..	15,000 ft.		

57,355,000 ft. 100%

Mining Props 311,610

Average stand per acre, 8,390 ft. B.M.

Summary of Lamb Creek Unit

Red Fir	1,353,000 ft.	1%	Tie timber
Tamarack	18,318,000 ft.	19%	Tie timber
Red Cedar	633,000 ft.	1%	
Hemlock	276,000 ft.		
Spruce	46,180,000 ft.	49%	
Balsam	10,395,000 ft.	11%	
White Pine ..	1,758,000 ft.	2%	
Jack Pine	15,935,000 ft.	17%	Tie timber
Cottonwood ..	4,000 ft.		

94,852,000 ft. 100%

Cedar Poles, 2,480. Mining Prips, 375,230

Average stand per acre, 12,820 ft. B.M.

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150 M. 4/4 Maple, No. 2 C. & B.
100 M. 4/4 Birch, No. 2 C. & B.
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Manager Horse Dept.

Review of Current Trade Conditions

Ontario and the East

The situation in regard to all lines of lumber has not materially changed during the past fortnight. Some wholesalers report that there is a little freer movement than there was in January and that the number of enquiries is increasing. The shipment of white pine across the border is moderate, but business is not heavy. Western stock is in fair requisition while shingles are holding their own in price. There is very little trade being done in hardwoods as most of the consuming plants are being stocked up and any buying going on is attributable to snaps or special bargains which have been on the market lately owing to the sale of aeroplane stock and other woods that have been used in war work.

The convention of retail lumbermen in Toronto, attracted representative dealers from the north, south, east and west and various reports were presented. In some towns it is declared that the prospects for building are exceptionally bright. In others there are a number of enquiries and the situation is being felt out, while in a few the housing plan is being taken hold of energetically and home-building will be pushed to the limit. There is a feeling of confidence that while trade may not revive as soon as some anticipated and building operations may to a certain extent be held up, owing to high prices, everything will come out all right in the end.

A general review of conditions will be found in the comprehensive reports of President Power at the Canadian Lumbermen's Association gathering in St. John, and in President Patterson's remarks at the Retail Dealers' sessions in Toronto. Down east there is much more snow than in Ontario, where up to the time of wiring there has been no fall of the beautiful in many parts of the province. The mild weather has been causing lumbermen considerable anxiety.

No new developments have been reported in the export trade, but there is every assurance when the time arrives and ocean tonnage is provided, Canada will share in a just proportion of any business that is offering.

In the east some big sales of spruce have taken place, one mill closing a contract to dispose of 5,000,000 feet of next season's spruce cut. Other companies were expected to make favorable sale arrangements regarding next season's output at an early date. Woods operations have been going on rather slowly. On the whole the cut will not equal last season, owing to the outbreak of the flu last fall, the shortage of men in the early winter months, the exceptionally soft weather and the general uncertainty created by the "switch-over" as the transition from a war footing to a peace basis is frequently termed. Prices in all lines of lumber are holding firm and cannot consistently come down while everything tending to its production and manufacture keeps up to the highest degree.

It is predicted that the quantity of lumber brought out of the woods this winter will be small, even compared with the cut of last year, which was thirty per cent. below normal. Builders will be faced with a depleted market. The cut for the last two winters has been below the usual, with the result that while it is customary to enter the year with an extensive supply of dry lumber on hand from the year before, this season there is not a large stock.

On the top of this there will probably be a greater export than ever before. There are no figures at present as to the demands from overseas, but good news should be forthcoming in the near future.

United States

Business on the whole is still on the quiet, and prices are about the same with a slight tendency to reduction in certain lines. Factories in the east are beginning to get busy especially those making agricultural implements, harrows, drills, etc. Lumber for shipbuilding purposes continues in demand, according to hardwood dealers, but the furniture trade is negligible. In some cities, particularly in New England States, the building prospects are discouraging on account of labor troubles and prices have been weakening on common lumber of all kinds. Retail dealers are not buying very heavy at present except for immediate use.

Conditions on the whole are unreliable so far as many woods are concerned and prices vary considerably, according to the locality in which sales are made.

Writing to the "Canada Lumberman," a leading Boston firm says: "We have no doubt that prices all round will have to come down gradually during the next six months until the time industries feel that it is safe to proceed with a reasonable development. Then it may be that we shall see quite an active market for some time. In the

eastern market, west coast spruce and fir have dropped \$5 or \$6 per thousand lower than similar grades in eastern spruce, particularly in the larger sizes, and nobody feels quite sure what figures to ask. There is no surplus of spruce in the east as the mills in that section are not operating to any extent and probably will not do so for another month. One wholesaler expresses the opinion that if the plants were running, present quotations could not be maintained. On the other hand he points out that the cost of production is still very high and that no business can be done to-day on a profitable basis if one considers the present cost.

While there has not been any particular spurt in the demand for hardwoods, the market is steadily broadening. Practically all the important consuming industries are more actively in the market and the requirements of the furniture manufacturers especially are said to be making themselves felt. Vehicle and agricultural implement interests are also buying on a rather large scale; there is some business in railroad material transacted, and even the building trade is picking up, owing to the unusually open weather prevailing in most sections of the country, and is taking comparatively sizable lots of hardwood flooring and interior trim. But many builders are still hesitating and staying off the market, uncertain over what the future may bring. They expect not only a decline in building material prices generally but also in wages for both common and skilled labor. So far as a decline in hardwood lumber prices is concerned the student of conditions knows such a thing to be most improbable, because lumber can not be produced any cheaper than at present for a long time, and because the Government is not holding enough surplus hardwood lumber to disturb the market in the least should it be marketed—a development that many builders seem to bank on.

General business continues quiet and no real activity, either commercial or industrial, is expected to develop until price levels are steadier and more in keeping with the consumers' ideas of what they ought to be. Already has the pendulum begun to swing back forcefully and prices of various vital commodities have tumbled to lower levels.

Great Britain

There is no change to report in the general situation of the hardwood market. A quiet movement of business is in progress, but the demands show little expansion, consumers being content to await developments, which may provide a clearer conception of the future course of the market than the indefinite view that is presented at the present time.

It is understood that the revision of rates for the American lumber that is held in Government hands has taken place, and probably some increased business in these goods may be expected. Generally, however, the sales from these stocks are slow, the conditions of unstable rates, liable to monthly revisions, having been all against their speedy clearance.

Speaking of the import trade the "Timber Trades Journal" says: "We have received letters from Mr. Frank R. Weston, of Midland, Ont., who is addressing a number of firms here with regard to a greater business in wood goods from Canada. Mr. Weston suggests that representatives of the trade here might visit Canada and see for themselves how thoroughly equipped are the mills to meet every requirement. Without going too fully into the subject dealt with by Mr. Weston, we are certainly of opinion that we can do, and ought to do, a much larger trade with Canada, and as the freight question is not a serious one, the import of Canadian woods, both of high and low grades, should show a continued increase year by year."

One topic of outstanding interest has occupied the trade—the attempt on the part of the present Government timber buyer to form a kind of importers' association to operate in foreign purchasing when the present control ceases to exist. And it is not the importers only who are interested; the merchants and consumers feel that they also are vitally concerned. Without discussing at the moment the particular terms proposed by Mr. Meyer, or endorsing his scheme in any way, we cannot but feel that, from a national point of view, the country would benefit if there were less competition as regards prices among British importers to secure foreign wood. In pre-war days the shippers often secured the very highest prices which the English market would stand; but, on the other hand, when there was an excess of supply over demand, the English buyers turned the tables, and paid the very minimum which the sellers would accept; the one state of



View of Mills in Sarnia.

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affairs on the whole counterbalanced the other, and the results were satisfactory. There were many buyers competing for the wood, and many shippers competing to sell. But all this is changed. For years to come there will be an excess of demand over supply, an excess so great that British consumers will be heavily penalized, unless some extraordinary precautions are taken. The Government timber buyer

has foreseen the probability, and he is the first in the field with his proposals. There is no disguising the fact, however, that the trade is to a great extent distrustful. The members see very plainly the important position which the Government buyer would hold, and as they look upon the matter as a national one they do not care to see so much power placed in a single hand.

Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD**

Montreal States the Outlook Is Improving

There is a brightening in the trade outlook in Montreal. At this period of the year one does not look for a large volume of business, but the important feature is that it is picking up. Montreal is in bad need of additional housing, and the Federal Government scheme is likely to give a stimulus to the building of a large number of industrial dwellings, particularly as the Provincial Government will supplement the Federal grant of money. The city of Outremont, a suburb of Montreal, has also under consideration the construction of a large number of the better class houses. Firms doing a retail lumber and sash and door business report that trade is opening up in good shape and that prospects are satisfactory.

Several important projects in the development of the pulp and paper industries are reported from the province, particularly in the St. Maurice Valley district.

The placing of orders for 2,840 cars for the Canadian National Railways is of importance to Montreal, as many of the cars will be built here, although Southern pine largely enters into the construction of the cars.

Firms with United States connections state that orders are slow, but more inquiries are coming to hand.

The building permits for January totalled \$60,154, a very small total, compared with \$116,110 in the corresponding month last year. This does not look encouraging, but for all that there is a feeling that we are on the eve of better things.

The government has released additional space for export, and although, of course, the port is closed, the action is an indication that considerable tonnage will be available when navigation opens.

Advices from England state that the Controller of Timber Supplies is open to consider applications for permission to purchase fir staves from abroad for shipment to the United Kingdom and to recommend licenses for the import of staves so purchased. Permits to purchase will only be granted subject to tonnage being arranged through the Timber Supplies Department. The Controller has now completed arrangements for liberating the national stock of imported hardwoods held by the Timber Supplies Department, through the usual pre-war trade channels. Prices will be revised from month to month. In a letter received from an English firm it is stated that, in their view, the Scandinavian countries will not be able to supply the large demand for the United Kingdom and that reliance must be placed on Canada for heavy shipments.

St. John Reports Firmness of Lumber Values

It is believed that prices of lumber cannot fall this year, but will hold their own and in some cases will have to advance in order to keep pace for overhead costs. Leading manufacturers of spruce are asking \$5 more per thousand than in 1918, and claim that even then they will not reap as much profit as they did last season. It is declared that for the coming year the trade will receive \$35 for scantling 6 in. and under in width, and in length from 9 ft. up. For 7 in. and 8 in., the selling figure will be around \$40, for 9 ft. and 10 ft.; and \$45 for 11 ft. and up to \$50. These figures apply to merchantable, the thickness being 2 in. and 3 in.

In lower St. Lawrence ports there are several million feet of deals to be shipped overseas and this stock will move as soon as ocean tonnage is provided. One leading authority stated that there must be 40,000,000 feet yet to transport across the pond. Stiffer quotations are prevailing on stocks. On the average quality of deals from 5 in. to 11 in. in width and 6 ft. to 16 ft. in length, at lower Quebec ports, the price is \$35 and \$36; 5 in., 6 in. and 7 in. wide, \$38; 9 in. and up \$40. The average length of these deals is from 12 to 13 feet. The cut in New Brunswick, while in some sections it will be equal to last year, will on the whole fall short of what it was in 1917.

In regard to the export business different views are expressed. Some are most optimistic, others are inclined to accept conditions philosophically and a few are pessimistic. Speaking to the "Canada

Lumberman," one eastern manufacturer said that he thought nothing could be done in the export of lumber to Europe until the present strangle-hold that has held sway and is still in effect has been broken. He said that the Imperial Government in England have one purchaser for all the lumber for the United Kingdom, France and Belgium, with the result that we have only one customer to sell to so far as the export trade is concerned. "Until this thing is relaxed, there is absolutely nothing we can do in this country to stimulate the export business. We are obliged to accept the prices dictated to us by this purchasing power, or else hold our lumber as best we can. We have no doubt at all but if free trading were allowed in England, business would be stimulated at once, and we would have a fair market and fair competition for all the lumber that we produce. The thing that has to be done now is to take some united action with the powers that be to get the situation in Europe changed," he added.

Canada Can Supply Lumber for Europe

Interviewed regarding Canada's probable contributions toward the timber requirements of Europe during the coming year, Sir Douglas Cameron, of Winnipeg, former Lieut.-Governor of Manitoba, who was in Toronto recently, gave it as his opinion that this country will have no difficulty in filling all European contracts which have been undertaken and any further orders which may be placed here.

Despite the fact that home consumption of timber is bound to increase with the resumption of building operations, and that this year's cut east of the Great Lakes has been reduced almost fifty per cent. by shortage of labor, influenza and lack of snow, Sir Douglas expressed complete confidence in the ability of the Canadian lumbering industry to fulfil all demands which may be made upon it.

Given ordinary conditions in the camps next winter, he considered that Canada should be able to furnish the bulk of the timber used in France and Belgium in the work of restoration. That the demand upon the country would be great he did not doubt, in view of the depletion of French and British forests during the war, and the probable inability of Scandinavia to cope with such a huge order.

Sir Douglas was recently re-elected a director of the Canadian Lumbermen's Association.

No Lumber from Russia for Building

The forests of those parts of Russia under Bolshevik control will no longer furnish lumber for building purposes in the rest of the world, unless something is done to eliminate the Bolshevik control. The timber trade, outside of the White Sea district, has been dealt a death blow by the promulgation of a decree from the Soviet government which forbids exports of Russian woods, and declares that all private lumbering must be stopped forthwith.

This decree, which affects all districts of Russia under Bolshevik control, declares that all work in connection with forests and trade in timber and all wood manufacturing will be taken over by the local Soviets. A ban on what is called "exploitation by the capitalist class at the expense of workingmen" is ordered. Reports indicate that the decree has already cost lumber interests, particularly those of the Scandinavian countries, heavy losses. Norwegian lumbermen are hard hit as much of their properties, representing millions of crowns, are in Bolshevik territory.

Shortage of Ships Hinders Export Trade

Cable advices from London reaching Vancouver indicate that shortage of tonnage is the main difficulty standing in the way of large timber orders by the British authorities in British Columbia. Strenuous efforts are being made to overcome this difficulty, says the cable, and the Department of Marine at Ottawa asked that every effort be made to provide Canadian vessels. If that is possible Hon. T. D. Pattullo, Minister of Lands, has suggested that foreign vessels be chartered, if practicable to do so, to supply the ships.

No Milk Troubles Where Klim Is

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Klim is in the convenient form of a dry powder that will not freeze in the coldest weather, costs little to ship, takes up little space, can be stored in any dry place.

Klim is an inexpensive milk supply that causes no trouble and never fails you.

Drink it yourself as a test, you will relish its natural flavor.

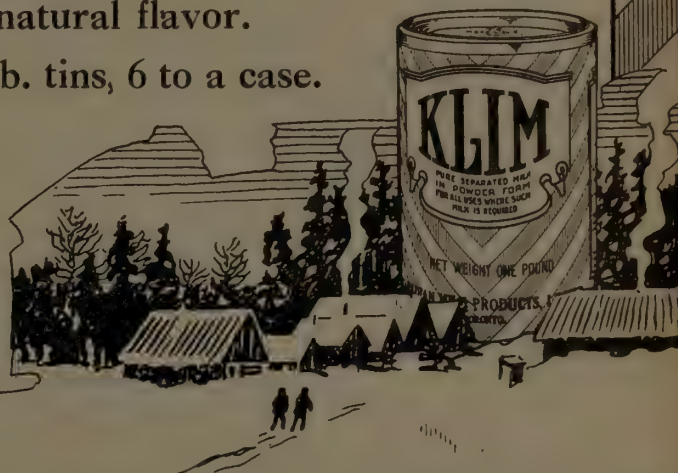
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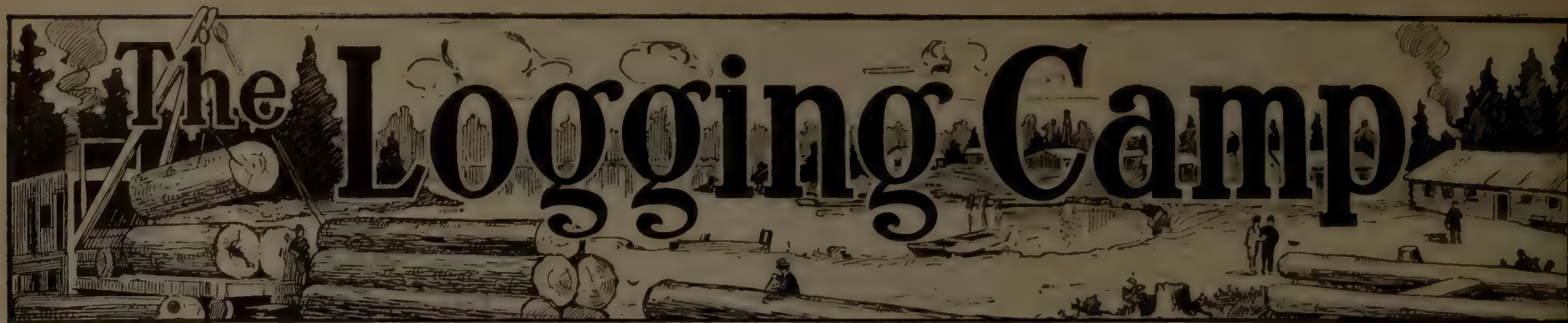
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Canada Food Control—Blanket No. 165



How Costs in Camp Supplies Keep Up

The cost of operating a logging camp during the present season is fully as high as it was in the winter of 1917-18. Wages have advanced from \$5 to \$10 a month over a year ago, and the outlay for "keep" is from 90c to \$1.10 per day for each man in the camp. Twenty years ago wages ran from \$10 to \$15 a month, while board averaged from 25c to 35c a day; now a single meal costs this sum.

The situation in regard to labor in the bush has changed materially since the close of the war, and now all the men that are desired by the various logging companies are available. During the past two or three years operators have had to put up with all kinds of indifferent, inefficient and independent labor. This phase is now altered so that from the help standpoint there is a very decided improvement. During the past winter and the season before that, it was estimated that ordinary labor was only 65 per cent. efficient, and that it required three men of the class then available to do the work that was performed by two experienced and capable men before the war. There were not only the increase in the disbursements for board, and the augmented wage scale, but there was a sad decrease in efficiency.

The termination of European hostilities has brought about some amelioration that will be welcome, and not the least is the better type of help and a more abundant supply at the various centres. Men who were released from munition works and other war activities are returning to their former jobs, and if weather conditions had been favorable during January a large amount of timber would have been hauled out to the streams. As previously stated in these columns, the release of men came too late to materially affect the season's cut in Ontario and Quebec, as it was well into December before these fellows were available. However, the moral effect of the whole situation has been to "ginger up" some of those in the camps and cause work to go ahead more expeditiously than it otherwise would.

Wages have not fallen nor is it likely that they will do so until there is a shift in economic conditions. The cost of living, house rents, clothing, shoes and other requisites must first go down before any readjustment of remuneration becomes a direct problem.

In the Annual Number of the "Canada Lumberman," which was published in August last, occasion was taken to present some figures on the cost of camp supplies, showing what the outlay for them was previous to the war and giving the values that prevailed in June, 1918, four years later. The advances ran all the way from 75 to 150 per cent. on the major items of expenditure. It has been said that figures are dry and uninteresting at all times, but when presented in tabular form they tell a tale and present facts in a more convincing and logical way than by any other means. The "Canada Lumberman," therefore, believes that the accompanying schedule showing what was paid for supplies in June, 1914, June, 1918, and February 1st, 1919, will be read with a great deal of interest. It is noted that the decreases since the close of the war have been few, while in some instances there have been advances. On the whole it will be found that figures are relatively the same as they were in June last, even if there has been a fall in some lines. The expense of horse feed has gone up amazingly. Hay is now selling on the average of \$20 to \$25 per ton, which is a rise of 100 per cent. over the figures of a year ago. Oats are bringing about the same—60 to 70 cents—as in the winter of 1917-18. Even if men can be boarded a few cents cheaper during the present logging season than they were a year ago—which is not the case in many camps—any saving effected is more than offset by the upkeep of horses, so that in the aggregate it is going to cost more to take out timber during this winter than it did twelve months ago. Maintenance is practically the same, but wages have advanced from 10 to 15 per cent., and this has held even if labor is much more plentiful. The lumbering and logging companies are not disposed to take advantage of any situation like the present to pinch or economize on the wage question so long as there does not seem much probability of an immediate diminution in the cost of living.

Here are the prices of some camp supplies which will serve as a timely illustration of what it costs to feed men in the bush.

	June, 1914	June, 1918	Feb., 1919
Barrelled Pork Reg. Mess	\$26.00	\$54.50	\$45.00
Short Cut Back	28.50	58.50	56.00
Clear Fat Back 85/100	24.00	57.00	52.00
70/85	25.00	57.50	54.00
50/70	26.00	58.50	56.00
40/50	26.50	59.00	58.00
30/40	26.50	60.50	60.00
Bean Pork	24.00	51.50	45.00
S. P. Rolls	26.00	61.00	54.00
Barrelled Beef	23.00	42.00	39.00
22.00	40.00	30.00	
Smoked Hams 12/18 . . . . .	.18½	.36½	.37
18/25 . . . . .	.17½	.34½	.36
25/35 . . . . .	.16½	.32½	.31
35 up . . . . .	.16	.30	.29
Bacon 8/10 . . . . .	.18½	.44½	.42
10/12 . . . . .	.18½	.44½	.41
12/14 . . . . .	.18	.44½	.40
14/20 . . . . .	.16½	.43	.37
Pure Lard . . . . .	.12½	.30	.27
Eggs . . . . .	.26	.44	.57
Cheese . . . . .	.14½	.24	.27
Shortening . . . . .	.10¼	.26	.25
Butter, Creamery Prints . . . . .	.26	.45	.56
Creamery Solids . . . . .	.25	.44½	.54
Dairy Prints . . . . .	.22	.40	.48
Dairy Solids . . . . .	.21	.39	.46
Sausage . . . . .	.09	.16	.16
Beef, Medium Steer Heifers, 450/550 . . . . .	.13½	.24	.22
Medium Cows, 450/550 . . . . .	.12½	.21	.20
Medium Bulls, 600/900 . . . . .	.12	.19½	.17
Sugar (No. 1 standard granulated)	\$4.51	\$9.97	\$10.27
Coffee (Rio)	17-18	24-29	27-32
Tea (Indian Pekoe Souchong)	19-20	46-48	46-48
Oatmeal (Standard 98 lb. bags)	\$2.50-2.65	\$5.75-7.00	\$4.85-5.25
Beans (Canadian Whites)	\$2.10-2.25	6.75	\$4.75-5.50
Flour (Manitoba White, sec. pats.)	5.10	10.95	11.25
New Potatoes (N.B., per bag)	1.75	2.00	1.85
Prunes (60 to 70 to the lb., 50 lb. boxes)	10½-11	13¼-15	.16
Apples, Evaporated	9-10	20-21	16½-17
Rice (Rangoon)	3-04	9½-10	.9½
Corn Syrup (barrels) . . . . .	.3½	.7	.7¼

More Attention to Export Lumber Needed

That the Canadian lumber trade will experience some difficulty in securing its share of orders for reconstruction work in Europe unless more attention is paid to the requirements of the overseas market, is a warning given by the Commission of Conservation at Ottawa to Canadian exporters of lumber. Lumber from Russia and Sweden, it is pointed out, conforms more to the size requirements of the British market, and the chief difficulty Canadian dealers must overcome is the one relating to the "scant size" of lumber shipments generally for this side of the Atlantic. "As far as British Columbia is concerned," says the statement, "the bulk of lumber heretofore imported by the United Kingdom has been in the form of large timbers of the grade known as merchantable for heavy structural work, or for re-sawing into any size. If British Columbia is to enlarge her timber trade then a range of all grades and sizes, including merchantable, but not the lowest grades, must be dealt in."

"If Canada," the report continues, "can deliver timber in the various grades sawn to British standards at Swedish prices, then she can do business in a broad and general way."

This, it is pointed out, is practically impossible with freight rates at the present high level, but in two years freight rates may be low enough for Canada to compete with Sweden and Russia, provided we manufacture to the requirements of the British market.

Tents for the Spring Drive

Full Stock of Suitable Tents Ready—2, 4, 6, 8 and 10 men size.

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Log Jack*

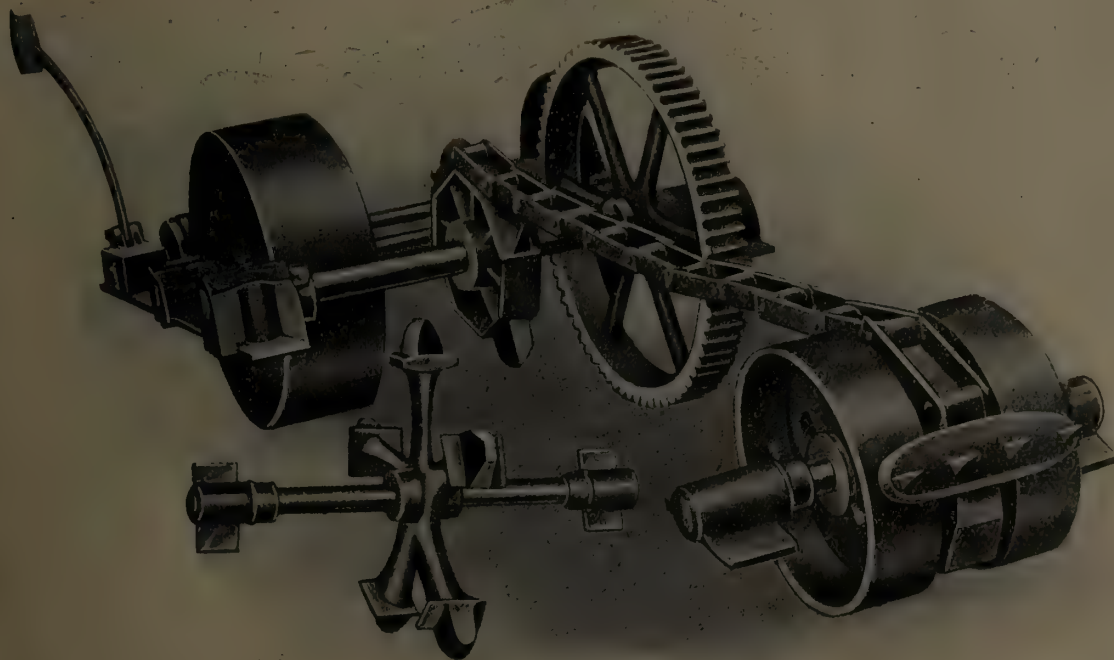
The accompanying illustration gives a correct idea of our new Double Power Log Jack, designed for hauling heavy timber into Saw Mills.

GEAR.—The large Gear Wheel is 36 in. in diameter, with 72 teeth, 4 in. face, and 1½ in. pitch.

PINION on intermediate Shaft has 13 teeth, 4 in. face and 1½ in. pitch.

PAPER FRICTION is 10 in. in diameter and 10 in. face. Iron Friction Pulley is 30 in. in diameter and 10 in. face.

CHAIN is made of extra heavy steel, and the bunks have steel spikes, the whole outfit being calculated for heavy logs.



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Higher Price Levels are Expected

The Past Year Was Fairly Satisfactory One in All Branches of Wood Products Business in Canada

Mr. W. T. Mason, of Mason, Gordon & Co., wholesale lumber and timber merchants, Montreal, writes the "Canada Lumberman" an interesting review of conditions during the past year. Mr. Mason says:—The year 1918, which we have just passed out of, was, taken on the whole, a fairly satisfactory one for all branches of the timber and lumber trade, for, while costs of all kinds were the highest ever experienced by the manufacturers, the prices that were realized were also the highest in the history of the trade, and the requirements of the different countries engaged in the great war, now fortunately at an end, were so great that the shipments throughout the year were only limited by the abilities of the railways and other transportation companies to furnish cars and boats.

The programme of shipbuilding carried out in both Canada and the United States, under which hundreds of wooden vessels, both sail and steam, were built, called for tremendous quantities of high riced timbers and kept every mill on the Pacific Coast and many in the interior on their tip toes to supply these requirements. This, with the timbers required for erection of buildings required for the manufacture of munition and other war supplies, made up to the mill men for the trade lost, or rather, deferred, through the cessation of all public works and of practically all railway construction.

The call for material required for construction of aeroplanes, in which fir, spruce and white pine were used, was very urgent, and no expense was spared in getting it out. The wood most desired for this work was the silver spruce of the Pacific Coast, but clear edged grain fir was used as fast as it could be manufactured, and large quantities of the best of our Eastern white pine deals were cut up and shipped overseas.

The prices paid for this material were very high, but considering the remarkable quality demanded, not beyond its value, and taking as it did so much of the best end of our best grades, helped materially in the maintaining of firm prices during the year.

Some Material Advances Looked For

In the retail yard and building trade, while at no time during the year was there any great volume of trade in sight and no really large purchases were made by our customers, the orders kept coming in for a carload here and a few carloads there, the result being that the aggregate of business closed for was large—1918 being for us our best year, with the exception of 1913, for quantity sold, and owing to high values the largest for value.

Owing to regulations placed by the United States on the building trade, the export of lumber and shingles across the border suffered somewhat, and on a couple of occasions during 1918 prices softened somewhat for short periods, but for the year may be considered as having been firmly and strongly held. While at present prices for some lines are considerably easier, we look for the higher quotations to be with us again before spring, and after then expect to see some very material advances, which will bring prices for Pacific Coast stocks to top levels of 1918, and for the Eastern output, that is, for pine and hardwoods produced in Ontario, Quebec and the Maritime Provinces to very much higher levels than ever before.

A feature of the past year's trade was the sale of considerable quantities of British Columbia woods in the lower grades of fir, spruce, larch and cedar boards and scantling in the Eastern market.

This was made possible by the diminished prairie trade due to the poor crops, and to the extremely high prices of the lower grades of Eastern lumber. This trade, however, can only be regarded as temporary, as with normally good crops the prairie trade will absorb these grades as it has done in the past, and with the return to normal times and costs the price of the eastern grades will naturally react to lower prices, and in this case the high freights always in force from British Columbia to Ontario and eastern points will absolutely prevent it.

Spruce Most "Controlled" of All Woods

A leading Liverpool, Eng., firm of timber merchants, in writing to a Toronto wholesaler say: "We do not think that you should come over here at the present time in the hope of doing any business, because spruce is the most "controlled" of all woods. The government buyer has bought such immense stocks of spruce which are now being doled out to the trade in small lots at very high prices, that there is no earthly prospect of the Controller allowing any private importing until such time as his confrere the buyer has been able to get out with a whole skin, even though the poor consumer may get it in the neck meanwhile. Governmental control is showing signs of gradual removal, but we do not think there will be much chance of importing even hardwoods until summer at the earliest."

The Different Types of Leather Belts

The Graton & Knight Mfg. Co., of Worcester, Mass., oak leather tanners and belt makers, have issued a finely illustrated catalogue in two colors, showing the different processes of belt-making from the receiving of the hide right through to the finished belt.

The catalogue consists of 124 pages and cover, besides a special three-page insert of their factory. It not only illustrates and describes the different products made by Graton & Knight, but shows what can be accomplished with unsurpassed facilities for the manufacture of high grade leather belting and leather specialties. The belting section fully explains the characteristic qualities, the particular differences and the capabilities of their different brands of belting. It also embodies mechanical rules, tables and other information which should be of value in determining the most efficient belt for any drive or in assisting with other transmission problems.

Graton & Knight are the manufacturers of the Standardized Series Leather Belts which they have advertised extensively in the national and trade field. Besides belting they also make cup packings, pump leathers, automobile leathers, blanket straps, trunk and suitcase straps, trunk handles, halters and other leather products such as insoles, outsoles, counters, box toes and Goodyear welting for the manufacture of shoes. The company will gladly furnish anyone interested with a copy of their catalogue.

On Research Work for Reconstruction

A force of nearly 400 employees of the United States Forest Products Laboratory at Madison, Wis., is working in co-operation with the University of Wisconsin, on research work in connection with reconstruction.

The laboratory's war time achievements are unique in that practically all of them can be turned effectively to uses of peace. For example, the laboratory demonstrated the practicability of artificially drying freshly cut airplane stock, instead of storing it for a year or more in sheds to season. At the time of the signing of the armistice aeroplane stock was being dried by the laboratory method faster than was necessary to meet the demands of the manufacturers.

More than 300 kilns of the type developed by the laboratory in various parts of the country, which were used in drying aeroplane material, gunstocks and vehicle parts, for the use of the government in war, can now be turned to account in the pursuit of peaceful occupations.

May Be Difficult to Save Logs

The Munitions Board has been looking for a place to store 30,000,000 feet of logs in the neighborhood of Prince Rupert in fresh water. These logs are already in the water and at this time of year the teredoos are particularly active and very soon spoil the timber. For that reason quick action is necessary. Most of these logs are at the Queen Charlotte Islands, but there are also some here and at other points. Since the British Government is to take a quantity of lumber for reconstruction work in Europe it is expected that an early start will be made in cutting the logs, but as there are something like 100,000,000 feet either in the water or in the woods in the Prince Rupert district, including the islands, there will have to be more orders than are at present in sight if the logs are to be all saved.

Would Use Hydroplane for Forests

The use of hydroplanes for the protection of forests against fire is strongly recommended by the superintendent of the Forest Protection Service of the Quebec Provincial Government in his annual report. C. J. Hall, the superintendent, states that after a conference held with Major Kennedy, of the Royal Flying Corps, held in Montreal, he is of the opinion that a hydroplane was able, in the course of a day, to keep surveillance over 8,000 miles of forest, owing to the elevation at which it could be flown, provided the weather was suitable, and in case of the discovery of fire, the aviator could return to a base and secure fire fighters with their apparatus, and take them to a lake nearest the scene of the fire. He points out that a hydroplane could make a landing on any lake that is 450 yards long, and that as the province abounded in such lakes, the service could be made highly efficient and effectual.

Mr. Hall also reports that the number of forest fires in the Province of Quebec, had considerably decreased during the past year. There had been 430 fires, which had devastated 23 square miles of forest lands out of a total of 48,000,000 square miles, which were being operated for forestry work. The total damage had amounted to \$5,557, of which \$2,000 was attributed to the railways. He expressed thanks to the various fire protection associations, who had done invaluable work, and had by their vigilance reduced the number of fires considerably, while individual foresters had also shown much more care than in former years.



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Established 1854
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Diameter of Cylinder 28"
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No. of Revolutions per minute... 75
Fly Wheel 18" x 12½" Face
Weight 40,000 lbs.
Rated Horse Power 625
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One 25" x 50" Left-Hand Wheelock Engine.

One 20½" x 46" Left-Hand Wheelock Engine.

These engines are in excellent condition.

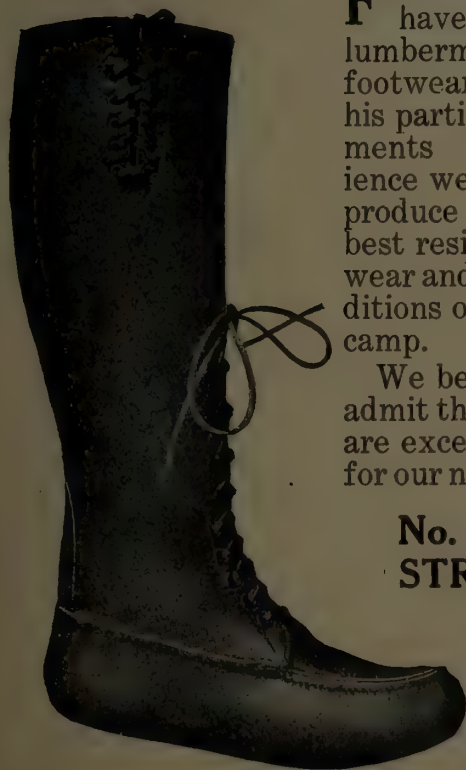
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produce a boot that
best resists the rough
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We believe you will
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No. 1 SPORTING DRAW STRING BOOT

No. 1, 16 inch Sporting, Price ... \$8.00
No. 21, 15 " " " 7.50
No. 41, 10 " " " 6.00
No. 51, 6 " " " 4.50
Leg 16 in. high, of No. 1 menonite grain
with hooks and eyelets. Side lacing with
bellows, which enables wearer to put on
with ease.

THE BEST RIVER DRIVING BOOT MADE

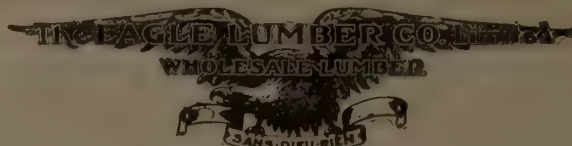


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SPRUCE (Mill Cull)
 800,000 ft. 1, 2, 2½, and 3 in.

WHITE PINE (Mill Run)
 1,200,000 ft. 1, 1½, 1¾, 2 and 3 in.

HEMLOCK (Merchantable and Mill Cull)
 500,000 ft. 1, 2 and 3 in.

BASSWOOD (Mill Run)
 200,000 ft. 1, 1½, 1¾, and 2 in.

BIRCH (Mill Run)
 600,000 ft. 1, 1½, 1¾, 2, 3, and 4 in.

BROWN ASH (Mill Run)
 100,000 ft. 1 x 4 and up in. ... 6/13 ft.

Saw Mills at
 Mont Laurier, Que.
 Ste. Marguerite, Que.

Dressing Mills at
 St. Jerome, Que.

EDGINGS

Ontario

W. J. Holden, Collingwood, Ont., has purchased a site and intends starting work in the near future on a planing mill and sash and door factory.

The Thos. Pink Company has been incorporated with head office at Pembroke, Ont., and capital stock of \$200,000, to carry on business as manufacturers of lumbermen's tools, etc.

To continue timber production after the withdrawal of the Canadian Forestry Corps arrangements have been made for the transfer of horses, buildings and machinery equipment and the stores of each unit of the corps to the Controller of Timber Supplies of Great Britain.

The Agawa Timber Company Ltd., has been incorporated with head office at Sault Ste. Marie, Ont., and capital stock of \$20,000, to carry on business as lumbermen, saw and planing millers, and manufacturers of lumber and woodenware. The provisional directors are T. C. Dinsmore and A. G. Fulton, of Sault Ste. Marie.

The Elliott Lumber Co., Ltd., has been incorporated with head office at New Toronto, Ont., and capital stock of \$20,000, to carry on business as manufacturers and dealers in all kinds of lumber, timber, shingles, cedar posts, etc. Among those interested are J. W. Elliott, G. W. Wells and W. M. Patterson, all of New Toronto.

A resolution strongly urging the government to give full consideration to the claims of the shipbuilding industries as a means of providing employment for returned men and many others was passed by the Board of Trade Council, Toronto. Another resolution was passed endorsing daylight saving as a Dominion-wide measure.

Wm. Baird, sales manager of the Canada Machinery Corporation, Galt, manufacturers of woodworking machinery, died recently in Toronto. He was widely known and for many years travelled for the A. R. Williams Machinery Company, of Toronto. He was an ex-alderman and for the past two years occupied the position of school trustee in Galt. The news of his demise will be learned with very great regret.

J. J. Carrick, 13 Cumberland Street North, Port Arthur, Ont., has plans in progress and construction will commence in the spring of a pulp and paper mill to cost \$7,500,000. The architect and engineer is H. S. Ferguson, 200 Fifth Avenue, New York City. The Hydro Commission has promised that the Nipigon power development scheme will be proceeded with and be able to supply 3,000 h.p. by the spring of 1920.

Several problems arising out of the Workmen's Compensation Act, were discussed at the recent session of the Ontario Retail Lumber Dealers' convention in Toronto. The legislation on this Act does not fully protect the employer, it was claimed. An employee who had sustained an injury could call in any doctor he chose and not consult his employer in the matter. A resolution was passed to ask to have this condition rectified.

At a recent sitting in Toronto to enquire into the price of book paper, Commissioner Pringle, of Ottawa, heard some evidence. It was decided that the investigation be proceeded with further and that the books of other plants than those of the Provincial Paper Mills Company, which have already been examined, should be gone into. Auditor Clarkson will, therefore, probe into the books of the Riordon Pulp & Paper Company as ordered by Mr. Pringle.

The report of the Provincial Paper Mills, Toronto, for 1918, shows a slight decrease in net profits, which are given as \$404,142, as compared with \$463,898 in 1917. After writing off \$75,000 for depreciation, paying \$119,000 as a 7 per cent. dividend on the preferred shares and \$80,000 as a four per cent. dividend on the common, and making one or two other small appropriations, the surplus at the end of the year is \$852,406. The balance sheet shows an increase of some \$300,000 in assets, which total \$5,882,874, as compared with \$5,552,278 at the end of 1917. Current assets total \$1,162,184, compared with \$911,744 a year ago, and consist of \$96,000 cash, \$101,368 bills receivable, \$397,716 accounts receivable, \$65,000 in government war bonds, and \$502,000 in investments.

Eastern Canada

The Black River Pulpwood Company, of Montreal, P. Q., have obtained a Dominion charter.

The N. S. Shipbuilding and Transportation Company, Halifax, N.S., are laying the keel for a three masted schooner.

The Warwick Lumber Company, of Warwick, P. Q., have been registered, incorporating F. O. Baril, L. Baril, D. Baril and P. R. Baril.

Traversy Ltd., 136 Papineau Avenue, Montreal, P. Q., are negotiating for the purchase of an old mill which they plan to convert into a sash and door factory.

The plant of the Dominion Shingle Company, at Bridgeport, N. S., was closed down for a few days for the purpose of making enlargements and alterations.

The Wellington Milling Company Ltd., are erecting a sawmill at Wellington, P. E. I. The building will be one storey, 65 x 30, cement block foundation, frame construction.

The Quebec and Ungava Railway Co., which is promoted by a group of English capitalists, is seeking power to build a line to Hudson's Bay and to exploit timber limits in the district.

The St. Maurice Lumber Company has been granted supplementary letters patent to carry on business in the province of Ontario. The head office of the company is in Quebec, P. Q., and capital stock of \$150,000.

The St. Maurice Paper Company, Cap de la Madeleine, P. Q., are contemplating making extensions to their paper mills at a cost of \$375,000. The manager is R. Louthood. The company also intend making extensions to their office building.

A despatch from Quebec City states that an American firm, with head offices at Baltimore, Md., has taken options on the old Cabot estate, including extensive timber limits, in Gaspé County, near Grand River, and intend de-

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GOOD STOCKS PROMPT SHIPMENTS SATISFACTION

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Offices—McGill Building, MONTREAL, Quebec

veloping it. A pulp and paper mill, employing five hundred hands, is one of the first improvements to be made on the property.

The Laurentide Co., Ltd., Grande Mere, P. Q., are contemplating the erection of an addition to their paper plant. Geo. Cahoon, Jr., is president of the company. They have also awarded a contract to D. Blanco to fill in and raise their lumber yard several feet.

The Nashwaak Pulp & Paper Company, St. John, N. B., with head office at 200 5th Avenue, New York City, are applying to the legislature for permission to erect a dam. This is to be used in connection with their pulp mill at Marysville, N. B. Mr. N. M. Jones is the general manager.

The Riverside Lumber Company, Cap de la Madeleine, P. Q., are contemplating a pulp mill. Mr. H. Biermans, who is manager of the Belgo-Canadian Pulp & Paper Company, Shawinigan Falls, P. Q., is interested in the new company and has gone to Belgium to arrange finances for the proposition.

A Federal charter has been granted to the Kipawa Company Ltd., with capital of \$20,000,000, and head office in Montreal. The company is empowered to carry on the business of lumbering in all its branches and to buy, sell and deal in lumber and timber, saw logs, ties, piles, poles, etc., and to manufacture lumber, pulpwood, paper and other products.

A Federal charter has been granted to Knox Bros., with capital stock of \$1,000,000 and headquarters at Montreal. The company is empowered to carry on business as timber merchants, sawmill proprietors and timber cruisers, and to manufacture, buy, sell and deal in timber and wood of all kinds and also to buy and deal in timber limits, growing timber, etc.

The two storey sash and door factory of the Lumber & Construction Co., Ltd., 115 Fourth Avenue, Ville St. Pierre, P. Q., has been destroyed by fire, the office, boiler room and two sheds escaping. Besides the factory, a large quantity of lumber, estimated to be valued at \$20,000, was burned. The total loss is between \$40,000 and \$50,000, covered by insurance. The company will rebuild and re-equip after a settlement has been made with the insurance company.

Western Canada

The Seabird Shingle Company, Chilliwack, B.C., have plans in progress for the erection of a sawmill.

The Gerrard Lumber Company Ltd., with a capital stock of \$50,000, has been incorporated with head office at Gerrard, B. C.

The B. & K. Shingle Company, New Westminster, B. C., are contemplating enlarging the Acorn Shingle mill, which will double the size of the present plant.

Work has been started by A. MacLeod, represented by J. F. Noble, 510 Hastings St. W., Vancouver, B.C., on the erection of a sawmill to cost \$60,000, at Point Grey, B.C.

The Export Mfg. Co., Ltd., New Westminster, B. C., have plans in progress for the erection of a modern box factory, at a cost of \$18,000, in which they will install the latest machinery. Work is expected to start early in the spring.

Under the will of the late James W. Hackett, lumber manufacturer, of Vancouver, an estate of approximately \$200,000 has been left. Mr. Hackett was a pioneer resident of Winnipeg, but went to the coast more than 25 years ago.

Capt. E. McCoskie has been advised by the deputy minister of marine and fisheries that his proposal to build in Prince Rupert, a small wooden vessel, to operate between Prince Rupert and nearby points has been favorably received.

F. C. Riley, superintendent of Bloedel, Stewart & Welch Co., timber operations at Myrtle Point, will open up a new unit this spring. Grading work on the railway extension was nearly completed at Christmas, but the laying of the steel will probably have to await the coming of spring.

J. A. Patterson, formerly in the wholesale lumber line in Vancouver, and more recently sales manager of the Brooks-Bidlake Cedar Co., Ltd., has organized the Provincial Lumber Co., with offices in the Pacific Building, Vancouver, and will again engage in business for himself.

The Victory Lumber Company, Ltd., has been incorporated with head office at Winnipeg, Man., and capital stock of \$40,000, to carry on business as retail and wholesale lumber dealers, manufacturers, also to operate and equip sawmills, planing mills, etc.

A change has been made in the logging firm of Lund, McNair & Darling, Vancouver, Mr. McNair giving place to Chas. Henderson Skinner. The new syndicate will be known as Peter Lund & Co. The senior partner is a pioneer lumberman of the province, having been connected with the Crow's Nest Pass Lumber Co., Ltd., Wardner, for many years.

Major George R. Hanbury has recently returned to Vancouver. It is claimed that the sawmill operated in France by Major Hanbury's forestry company (recruited in British Columbia) held the records for daily, weekly and monthly output in competition with the thousand odd mills that turned out lumber for army purposes. The record established for a 10-hour day was 156,000 feet, it is reported.

Motor trucks and trailers are now being used successfully by a number of B. C. logging concerns and mill companies. At Courtenay, Vancouver Island, J. Urquhart, mill owner, is using a five-ton Republic truck and Tupper & Steele trailer; Rolston Sawmills, Ltd., Cumberland, use a Garford truck; and Messrs. Douglas & Abernethy, of Burrard Sawmills, Ltd., Vancouver, employ two trucks in their woods operations. D. Kilpatrick, Courtenay, and Hec. Stewart, Duncan, are prospective purchasers.

The Alberta Lumber Co., Ltd., 790 Sixth Avenue, West Vancouver, has recently increased its mill capacity from 65,000 to between 90,000 and 100,000 feet per day. A complete extra equipment of double-cut band saw, carriage and transfers has been installed on the west side of the mill. December was an extremely good month. Sales Manager Stover reported to the Canada Lumberman. Besides a good local trade, thirty-six carloads had been shipped east, including a quantity of ship timbers to Ontario and Quebec.

The legislative committee of the Winnipeg city council is recommending to the latter body that power be sought by referendum of the ratepayers to erect a pulp and paper plant to cost three million dollars, as a means of establishing permanent industries in Winnipeg. It is also urged that the employees of the mill be made part owners and have an interest in the actual earnings. It is pointed out that there are unlimited stretches of timber areas in the northern part of Manitoba, which would afford abundance of pulp wood for the proposed plant.

DRY Spruce, Pine, Birch, Maple

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1917 Cut

In All Thicknesses and Widths

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In all cases we insist upon proper texture, knowing that if we can help our customers to build greater value into their product, it means more and better business for them and for us.

Many of the Canadian manufacturers know our business policy and are our staunch friends because of it.

We will Satisfy You. Give us a trial.

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WHOLESALE LUMBER AND TIMBER

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Ship Timbers and Planking. Ship Decking, Tank Stock, Bridge Timbers, Fir and Spruce Lumber

Also White and Red Pine, Spruce, Hemlock, Banksian Pine, Birch, Maple, Rock Elm, Oak, Yellow Pine, Railway Ties, Fence Posts, Poles and Piling.

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Prompt shipment Satisfactory stock Good service Write or wire for prices

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Sale of Pulpwood Lands in Northern Ontario

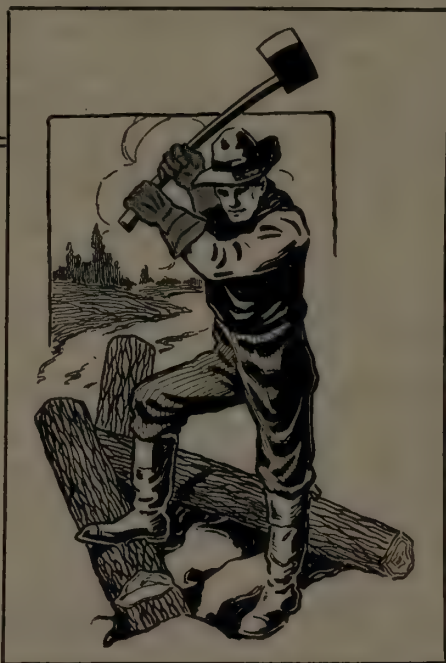
The Lake Superior Corporation and Algoma Eastern Railway Company are open to negotiate for the disposal of certain lands

Approximately 682,000 Acres

situated for the most part in that section of Northern Ontario known as the Clay Belt, and comprising the Townships of Storey, Langemarck, Dowsley, Nassau, Shetland, Staunton, Orkney, Magladery, Caithness, Rykert, Doherty, Whigham, Coppel, Newton, Dale, McOwen, Frater.

The lands in question are accessible to the Algoma Central, Trans-Continental, Canadian Northern, and Canadian Pacific Railways, and should be of particular interest to pulp and paper makers, also to settlers, in view of their agricultural possibilities.

General information will be furnished and plans exhibited at the office of Mr. Alex. Taylor, secretary of the Lake Superior Corporation, 1428 Bank of Hamilton Building, Toronto, or at the office of Mr. G. A. Montgomery, vice-president of the Algoma Eastern Railway Company, Sault Ste. Marie, Ont.



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Economical because of the unusual wear that is had from every pair, and popular with thousands of lumbermen because of their warmth and comfort. "ASBESTOL" Gloves and Mittens afford absolute hand protection to men in the lumber camps. They are durable and dependable and will outwear gloves and mittens of the ordinary kind. "ASBESTOL" Gloves and Mittens are built for service. They are of proven merit in quality, construction and value.

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Newsy Briefs from Eastern Provinces

A report from St. George, N.B., recently, was to the effect that lumber operations about Mill Lake have been seriously handicapped by the want of snow. It is said that the teams may be obliged to come out of the woods unless snow comes in the near future. It is estimated that 5,000,000 feet will be cut for the pulp mill there and 7,000,000 for other concerns operating on the river and the lake.

A fire broke out recently in the wood mill of the St. George pulp mill, but was extinguished before much damage was done.

A report from Hopewell Hill, N.B., is to the effect that the lumber operators are having excellent conditions in that section for carrying on their work this season. There is an abundance of snow in the woods and yet not too much to hinder operations. There will be a heavy lumber cut this year in this section of the country. The big operators will probably get their usual cut and there will be a large number of small cuts in many sections. With the cutting crews and the numerous mills busy, the woodlands throughout the country present a scene of great activity. A large number of men are engaged in the woods and good workmen are getting \$65 and \$70 a month in addition to their keep. When these men were boys the prevailing prices were from \$12 to \$20. The cooks get even better wages. Female cooks are employed to a great extent. A man who recently visited a number of these camps, speaking to a representative of the "Canada Lumberman," said that a large percentage of cooks at the camps he visited were women, largely wives of relatives of the lumbermen.

A new barkentine which recently arrived in port, called the T. H. MacDonald, has been chartered to load lumber for South America at \$65 per thousand feet. The three-masted schooner E. L. Comeau, which sailed from St. John on February 7, was given \$69 a thousand for a cargo to Buenos Ayres. These prices were unheard of before the war, and will in all probability never be equalled again.

Among the lumbermen who came to St. John to attend the Lumbermen's Convention was Albert C. Estabrooks, of Fredericton, who is quite prominent in the lumber industry of the province of New Brunswick.

Financing Big Sulphite Pulp Mill

It was stated recently in Montreal, that the American syndicate associated with the Royal Securities Corporation in the purchase of \$4,000,000 Riordon Pulp and Paper Company 6 per cent., 10-year general mortgage bonds had sold their entire participation privately within two days. The portion to be placed in Canada is now being underwritten.

With this new issue of \$4,000,000 of bonds the Riordon Company will have a total of \$6,000,000 of bonds issued, against fixed assets which are valued at \$15,000,000, and net liquid assets amounting to \$2,250,000. Net liquid assets alone are, therefore approximately 35 per cent. of the total bonds outstanding.

Funds arising from this new financing, together with a large investment by the Riordon Company itself are being devoted to the construction of a 30,000-ton bleached sulphite pulp mill on Lake Temiskaming, in Quebec Province, which mill is expected to be in operation by December, 1919.

Still No Decision in News Price Case

The paper control tribunal through Thos. P. Owens, registrar, has handed out an interim judgment in the matter of the appeals by the publishers and by the manufacturers from the order of Mr. Pringle fixing the price of newsprint. The interim judgment deals among other things with the question of the class of evidence still to be submitted and specifically mentions matters in regard to which no additional evidence is desired. The appeal board intimates that after further evidence has been received Commissioner Pringle will be asked to state what change, if any, should be made in the prices fixed by him.

Canadian Wooden Ships for Belgium

Canadian wooden shipbuilders are filling orders for twenty vessels for Belgian account, and it is not unlikely that additional contracts will be placed for steel vessels, according to Capt. Paul de Chippel, who is visiting Canada as the representative of Belgium firms who are the buyers. The wooden ships will be of 2,000 to 3,000 tons each, and they will be used for carrying foodstuffs from Canada to Belgium. The contracts were placed with British Columbia shipbuilders, and Capt. de Chippel is now at the Pacific Coast to make an inspection of the work already done. Imports needed by Belgium will consist principally of foodstuffs and raw materials, in the view of this visitor. The demand for finished products will be relatively small, as the manufacturing plants of that country will be placed on a producing basis with the greatest possible speed.

NEW ZEBRA, WOOD, WESTERN UNION, and PRIVATE CODES USED.

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W. N. HILLAS & COMPANY

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Canadian Wood Pulp is in great demand to-day, and every timber man should take advantage of the opportunity to add this profit to his business. A small Kraft Soda Mill is inexpensive, and will handle all the wood waste, slabs, bottoms, tops, etc., around the mill or yard. You can dispose of any quantity at good prices, or on long-term contracts, if desired. The previous sources of supply for the business have been cut off almost entirely, and Canadian business men can reap the benefit with little risk or investment.

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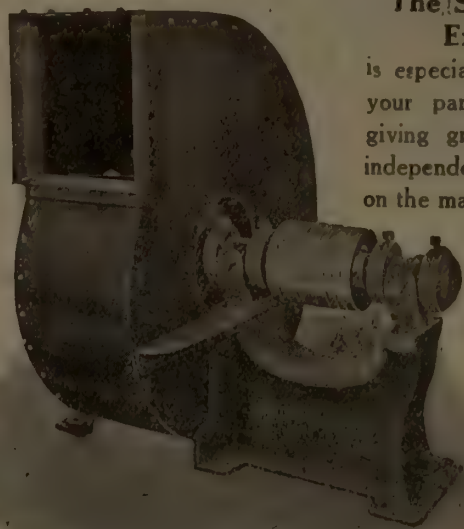
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Dryer



Clipper

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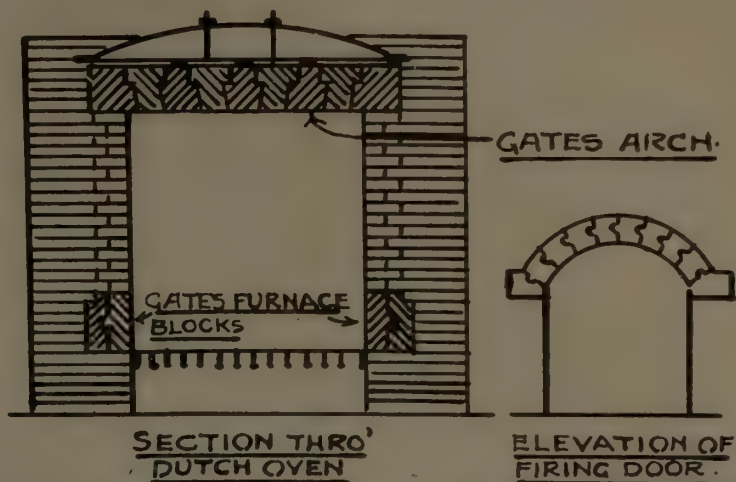
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Save Your Fuel with

GATES

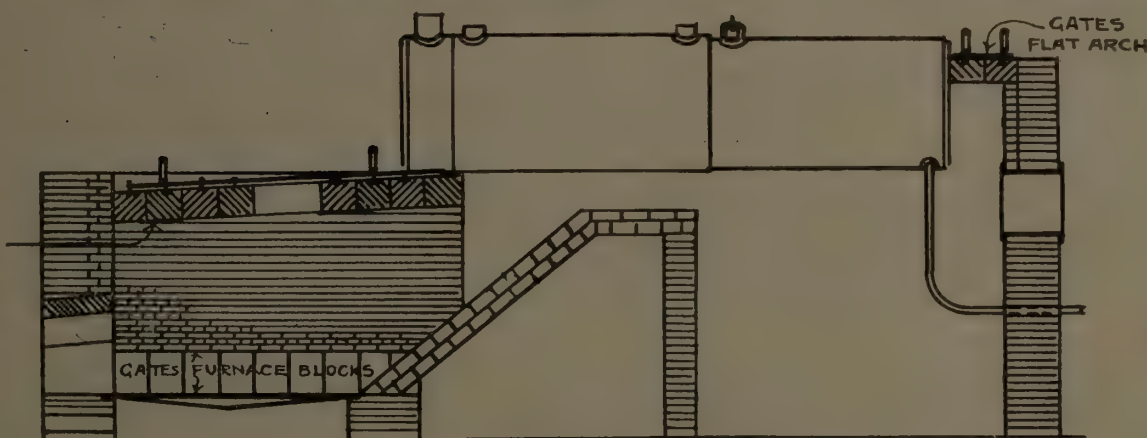
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ALPHABETICAL INDEX TO ADVERTISERS

Alberta Lumber Company .. .	9	Disston & Sons, Henry .. .	63	Hoe & Company, R. .. .		Prince Rupert Lumber Co. .. .	19
Algoma Steel Corporation .. .	63	Dudley, A. N. .. .	16	Hoyt Metal Company .. .	80	Pratt & Whitney .. .	20
Allen-Stoltze Lumber Co. .. .	22	Dunfield & Company .. .	17	Huther Bros. Saw Mfg. Co., Inc. .. .	12		
American Pad & Textile Co. .. .	23	Dunbar Engine and Foundry Co. .. .	62			Rat Portage Lumber Company..	20
American Woodworking Machinery Company .. .	2	Dunlop Tire & Rubber Goods, Co. .. .		International Land & Lumber Co. .. .	19	Renfrew Planing Mills .. .	
Anderson & Co., C. G. .. .	12	Duplex Truck Company .. .		Jeffrey Manufacturing Company.		River Ouelle Pulp and Lumber Company .. .	19
Atkins & Co., E. C. .. .	74	Dupuis Company, J. P. .. .	12	Johnston, A. H. .. .		Rutherford & Sons, Wm. .. .	4
Atlas Asbestos Company .. .	1			Jost, P. M. .. .	12		
Austin & Nicholson .. .	9	Eagle Lumber Company .. .	54			Salada Tea Company .. .	45
		Eaton & Co., J. R. .. .	20	Keewatin Lumber Company .. .	8	Scythes & Company .. .	23
Bartram & Ball .. .	3	Edwards & Co., W. C. .. .		Knox Brothers .. .	3	Service Lumber Co. .. .	20
Beal Bros. .. .	22	Eisendrath Glove Co. .. .	56			Sessenwein Brothers .. .	
Becker & Company .. .	57	Elk Fire Brick Company .. .	18	Laidlaw Bale Tie Company .. .	45	Sewall, James W. .. .	12
Bell Veterinary Wonder Co., Dr. .. .	45	Elmira Machinery and Transmission Company .. .	73	Lake Lumber Company .. .	12	Shater Hardwood Co., John I. .. .	55
Beveridge Paper Co. .. .	64	Engineering & Machine Works of Canada, Ltd. .. .	23	Lake Superior Corporation .. .	56	Shannon Lumber Co., R. P. .. .	22
Blakeslee, Perrin & Darling .. .	17	Excelsior Lumber Company .. .		Lamontagne Limited .. .		Shearer Company, James .. .	
Bond Engineering Works .. .		Exchange Lumber Co. .. .	10	Jackie, Ltd. John .. .	1	Sheldons Limited .. .	58
Bourgouin, H. .. .	55			Long-Bell Lumber Company .. .		Shimer Cutter Head Company .. .	
Bowater & Sons, W. V. .. .		Farnsworth & Jardine .. .	12	Long Lumber Company .. .	14	Shingle Agency of B. C. .. .	10
Bradley, R. R. .. .	45	Fassett Lumber Company, Ltd. .. .	6	Long Manufacturing Co., E. .. .	78	Shorly, T. F. .. .	
British American Mills and Timber Company .. .		Fesserton Timber Company .. .				Snowball Co., J. B. .. .	14
Burnoil Engine Company .. .		Fibre Making Processes, Inc. .. .		MacLean Daily Reports .. .	45	Shurly-Dietrich, Limited .. .	68
		Firstbrook Brothers .. .	13	Main Belting Co. .. .		Simonds Canada Saw Co., Ltd. .. .	24
Callander Saw Mills .. .	21	Foss Lumber Company .. .	16	Marsh Engineering Works, Ltd. .. .	60	Smart-Turner Mach. Co., Ltd. .. .	1
Canadian Western Lumber Co. .. .		Fraser Companies, Ltd. .. .	15	Mason, Gordon & Co. .. .	18	Smith, N. .. .	45
Carborundum Co. .. .	67	Fraser Bryson Lumber Co., Ltd. .. .	9	Mason Regulator Company .. .		Spencer Limited, C. A. .. .	54
Canadian Consolidated Rubber Company .. .				McKinnon Columbus Chain Co. .. .		Stratford Oakum Co., Geo. .. .	8
Campbell MacLaurin Lumber Co. .. .	54	Garlock-Walker Machinery Co. .. .	2	McLaren Belting Company, J. C. .. .	80	Stearns Salt and Lumber Co. .. .	8
Canada Lumber Company .. .	14	Gates, John W. .. .	59	McLaren, Limited, D.K. .. .		Summers, James R. .. .	12
Canada Metal Company .. .	72	Gerlach Company, Peter .. .	53	McLennan Lumber Co., Ltd. .. .	55		
Canadian General Lumber Co. .. .	13	Gartshore, John J. .. .	19	Mereen-Johnson Co. .. .	76	Taylor, S. K. .. .	19
Canadian Link-Belt Company .. .	75	General Supply Company .. .	61	Mershon & Co., W. B. .. .		Terry & Gordon .. .	6
Canadian Mathews-Gravity Carrier Company .. .	75	Gillespie, James .. .	12	Miller Company, W. H. .. .	19	Thurston-Flavelle Lumber Co. .. .	16
Canadian Milk Products .. .	49	Gillies Brothers, Ltd. .. .	18	Montreal Locomotive Works .. .	73	Timberland Lumber Company .. .	14
Canadian Northern Railway .. .	76	Gloucester Lumber & Trading Co. .. .		Montreal Lumber Company .. .	12	Timms, Phillips & Co. .. .	11
Canadian Warren Axe & Tool Co. .. .	1	Genoa Bay Lumber Co. .. .		Morgan Machine Mfg. Co. .. .	62	Toronto Blower Company .. .	55
Cane, Jas. G. .. .	14	Goodhue & Co., J. L. .. .	61	Moore, Jr., E. J. .. .	20	Turner & Sons, J. J. .. .	73
Cant & Kemp .. .	12	Goodyear Tire & Rubber Co. .. .	68	Musgrave & Company .. .		Union Lumber Company .. .	7
Cardinal & Page .. .	12	Gordon & Co., George .. .	4			Union Stock Yards .. .	45
Carss Mackinaw Company .. .	1	Grant, Holden & Graham .. .		New Ontario Colonization Co. .. .	10		
Chapman Double Ball Bearing Co. .. .	67	Graton & Knight Mfg. Co. .. .	58	Nicholson, E. M. .. .		Vancouver Lumber Company .. .	5
Chicago Lumber & Coal Co. .. .		Green Company, G. Walter .. .	51			Victoria Harbor Lumber Co. .. .	8
Clarke & Co., A. R. .. .	65	Gutta Percha and Rubber Co. .. .	53	Oliver Lumber Company .. .		Victoria Lumber and Mfg. Co. .. .	
Clay Engine Company .. .	23			Ontario Wind Engine & Pump Co. .. .	62		
Cleveland-Sarnia Saw Mills Co. .. .	47	Haight, W. L. .. .	18			Waterous Engine Works Company, Ltd. .. .	79
Climax Manufacturing Company..	73	Hallam, John .. .		Pacific Lumber Company .. .	16	Watson & Todd .. .	8
Coe Mfg. Company .. .	58	Hamilton Company, William .. .	71	Parry Sound Lumber Co. Ltd. .. .	20	Webster & Brother, Ltd., James .. .	12
Coolidge & Carlisle .. .	45	Hardy, E. D. .. .	1	P. Payette Company .. .	69	West & Peachey .. .	80
Copeland Shoepack Co. .. .	53	Harris Abattoir Company .. .	49	Pedwell Hardwood Lumber Co. .. .	45	West Coast Lumbermen's Assn. .. .	21
Consumers Cordage Co. .. .		Harris Tie and Timber Company .. .	8	Pennoyer Company, J. C. .. .		Wistar, Underhill & Nixon .. .	21
		Hart & McDonagh .. .	9	Petrie, H. W. .. .		Woods Manufacturing Co., Ltd. .. .	51
Davison Lumber Company .. .	5	Hay Knife Company, Peter .. .		Philadelphia Textile Machinery Company .. .	63	Wulchett, Louis .. .	9
Davies Company, William .. .	24	Heeney, Percy E. .. .	21	Pink Company, Thos. .. .	80		
Department of Lands, Forests and Mines, Ontario .. .	63	Hettler Lumber Company, H. H. .. .	54	Powell-Myers Lumber Co. .. .	10	Yates Machine Company, P.B. .. .	77
		Hillas & Company, W. N. .. .	57				

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Do you want a Light Portable Outfit? Try our Ten Horse Power Gasoline Driven Machine.

We believe this is the handiest little outfit ever offered the Lumbermen for Skidding or Loading Logs.

We don't make the gasoline engine. Any standard engine can be used.

The whole outfit can be mounted on a wagon or sleigh if desired.

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We can supply you with such an outfit—an engine that will lift or pull ten tons or more on a single line, for skidding or loading purposes, and will operate four skidding lines at once, if desired.

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Why pay good money to generate power and then employ a poor belt that will only transmit fraction of that power.

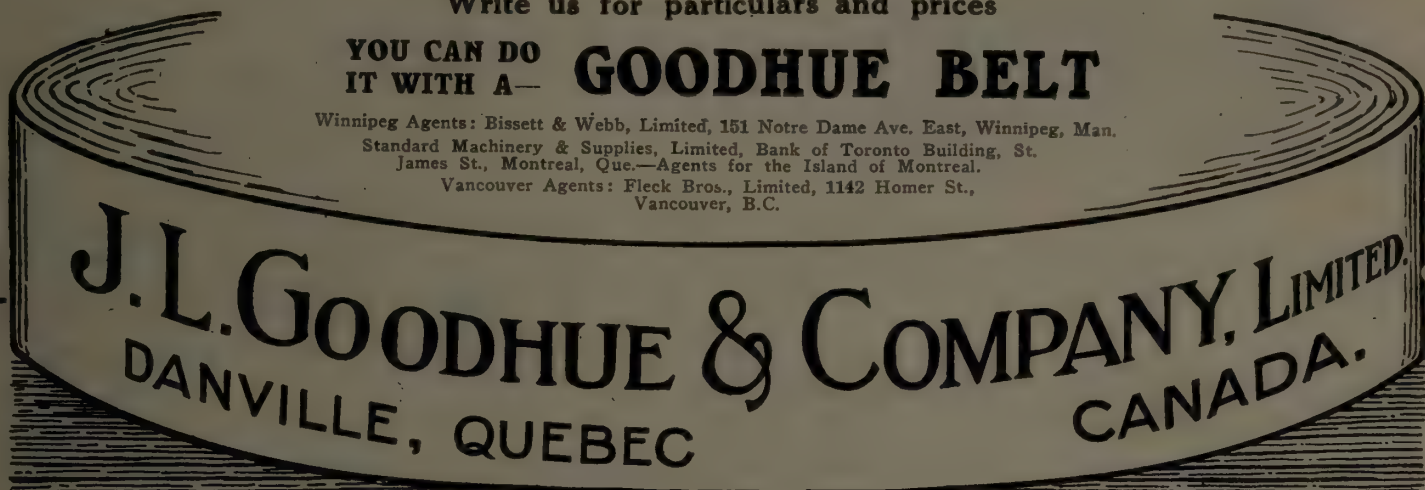
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Goodhue Belts stretch 15% to 25% less than other belts and have just the right amount of "cling" on the pulley.

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Original "Dunbar" Machines

We are the original and the only makers of "Dunbar" Shingle Machines, Lath Machines, Clapboard Machines, Steam and Gasoline Logging Engines. Each is the best for its particular work. Are you using the best?

Lath Machine

From our many years of experience we evolved this "Dunbar" Original Lath Machine. Every improvement that could be suggested, every time-tested idea for the betterment of product and for greater speed, has been incorporated in this machine. We believe it has no equal, and there are a great number of mill men throughout Canada who share this belief with us. Carefully constructed of high grade materials and designed to work steadily under the hardest conditions.

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Conditions in Canada necessitate an engine that will stand any amount of strain and hard work in the lumber industry. With this idea in mind we have brought out the "Dunbar" engines perhaps a little stronger than is really needed. They do their work easily and willingly, and stand a great amount of hard usage. Built entirely in Canada for the Canadian lumber trade.

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You will need no excuse for the quality of your product if you use the original "Dunbar" Clapboard Machine. Expert in every detail. This machine will give you the very best service under most trying conditions. It will turn out work without delays. It will need practically no repairs and will increase your output. We cannot recommend it too highly because it is giving this very service to lumbermen in all parts of this country.

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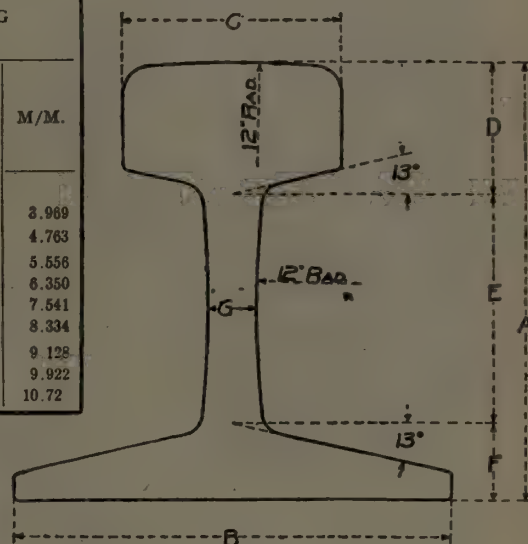
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WOODSTOCK, N.B.

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For Mining and Lumbering Purposes

All Complete with Splice Bars

WEIGHT		A		B		C		D		E		F		G	
POUNDS PER YARD	KILOS PER METER	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.
8	3.97	1 $\frac{1}{8}$	39.69	1 $\frac{1}{8}$	39.69	1 $\frac{1}{8}$	20.64	1 $\frac{1}{8}$	11.91	1 $\frac{1}{8}$	20.64	3 $\frac{1}{2}$	7.144	1 $\frac{1}{8}$	3.969
12	5.95	2	50.80	2	50.80	1	25.40	3 $\frac{1}{2}$	14.29	1 $\frac{1}{2}$	27.78	1 $\frac{1}{2}$	8.731	3 $\frac{1}{2}$	4.763
16	7.94	2 $\frac{3}{8}$	60.33	2 $\frac{3}{8}$	60.33	1 $\frac{1}{4}$	29.77	4 $\frac{1}{4}$	16.27	1 $\frac{3}{4}$	34.53	2 $\frac{1}{2}$	9.525	2 $\frac{1}{2}$	5.556
20	9.92	2 $\frac{7}{8}$	66.68	2 $\frac{7}{8}$	66.68	1 $\frac{1}{2}$	34.13	2 $\frac{3}{4}$	18.26	1 $\frac{1}{2}$	37.31	2 $\frac{1}{2}$	11.11	2 $\frac{1}{4}$	6.350
25	12.40	2 $\frac{3}{4}$	69.85	2 $\frac{3}{4}$	69.85	1 $\frac{1}{2}$	38.10	2 $\frac{3}{4}$	19.84	1 $\frac{1}{4}$	37.70	2 $\frac{1}{4}$	12.30	1 $\frac{3}{4}$	7.541
30	14.88	3 $\frac{1}{8}$	79.38	3 $\frac{1}{8}$	79.38	1 $\frac{1}{2}$	42.86	2 $\frac{1}{2}$	22.23	1 $\frac{1}{2}$	43.66	2 $\frac{1}{2}$	13.49	2 $\frac{1}{4}$	8.334
35	17.36	3 $\frac{1}{2}$	84.14	3 $\frac{1}{2}$	84.14	1 $\frac{3}{4}$	44.45	2 $\frac{1}{4}$	24.21	1 $\frac{3}{4}$	45.24	2 $\frac{3}{4}$	14.68	2 $\frac{3}{4}$	9.128
40	19.84	3 $\frac{3}{4}$	88.90	3 $\frac{3}{4}$	88.90	1 $\frac{3}{4}$	47.63	2 $\frac{1}{4}$	25.80	1 $\frac{3}{4}$	47.23	2 $\frac{3}{4}$	15.88	2 $\frac{3}{4}$	9.922
45	22.32	3 $\frac{1}{2}$	93.66	3 $\frac{1}{2}$	93.66	2	50.80	1 $\frac{3}{4}$	26.99	1 $\frac{3}{4}$	50.01	2 $\frac{1}{2}$	16.67	2 $\frac{3}{4}$	10.72



Algoma Steel Corporation
Limited

Sault Ste. Marie, Ontario

ONTARIO

Canada's Banner Province



Ontario's timber production last year valued at \$26,774,937 or 40% of Canada's total output.

Pine production, 905,442,000 ft. B.M.

Pulpwood, 246,282 cords.

Railway Ties, 5,704,459.

Ontario's woodworking industries, using 34 different kinds of wood, provide a ready market for the lumberman. Eighty-two per cent. of lumber used in Ontario's industries purchased within the Province.

Ontario's vast resources offer unsurpassed opportunities to the lumberman.

For maps and full information regarding Ontario, apply to

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Minister of Lands, Forests and Mines.

CURRENT LUMBER PRICES—WHOLESALE

TORONTO, ONT.

Prices in Carload Lots, F.O.B. cars Toronto.

White Pine:		
1 x 4/7 Good Strips	\$50 00	\$62 00
1 1/2 and 1 3/4 x 4/7 Good Strips	63 00	66 00
2 x 4/7 Good Strips	63 00	66 00
1 x 8 and up Good Sides	75 00	77 00
1 1/2 and 1 3/4 x 8 and wider Good		

2 x 8 and wider Good Sides	90 00	95 00
1 in. No. 1, 2 and 3 Cuts	55 00	58 00
5/4 and 6/4 No. 1, 2 and 3 Cuts	65 00	67 00
2 in. No. 1, 2 and 3 Cuts	70 00	72 00
1 x 4 and 5 Mill Run	47 00	49 00
1 x 6 Mill Run	48 00	51 00
1 x 7, 9 and 11 Mill Run	47 00	50 00
1 x 8 Mill Run	50 00	52 00
1 x 10 Mill Run	53 00	55 00
1 x 12 Mill Run	54 00	57 00
5/4 and 6/4 x 4 Mill Run	47 00	49 00
5/4 and 6/4 x 5 Mill Run	47 00	49 00
2 x 4 Mill Run	47 00	49 00
2 x 6 Mill Run	48 00	50 00
2 x 8 Mill Run	48 00	50 00
2 x 10 Mill Run	51 00	53 00
2 x 12 Mill Run	53 00	55 00
1 in. Mill Run Shorts	39 00	40 00
1 x 4 and up 6/16 No. 1 Mill Culls	38 00	
1 x 10 and up 6/16 No. 1 Mill Culls	42 00	
1 x 12 and up 6/16 No. 1 Mill Culls	42 00	
1 x 4 and up 6/16 No. 1 Mill Culls	42 00	
1 x 4 and up 6/16 No. 2 Mill Culls	29 00	
1 x 10 x 12 6/16 No. 2 Mill Culls	32 00	
1 x 4 and up 6/16 No. 3 Mill Culls	22 00	

Rer Pine:		
1 x 4 and 5 Mill Run	41 00	43 00
1 x 6 Mill Run	42 00	44 00
1 x 8 Mill Run	45 00	47 00
1 x 10 Mill Run	50 00	52 00
2 x 4 Mill Run	43 00	45 00
2 x 6 Mill Run	44 00	45 00
2 x 8 Mill Run	44 00	45 00
1 in. Clear and Clear Face	53 00	54 00
2 in. Clear and Clear Face	53 00	54 00

Spruce:		
1 x 4 Mill Run	41 00	42 00
1 x 6 Mill Run	43 00	44 00
1 x 8 Mill Run	44 00	45 00
1 x 10 Mill Run	45 00	47 00
Mill Culls	34 00	38 00
Hemlock, No. 1, in carload lots, f.o.b. Toronto:		
1 x 4 and 5 in. x 9 to 16 ft.	31 00	33 00
1 x 6 in. x 9 to 16 ft.	37 00	38 00
1 x 8 in. x 9 to 16 ft.	38 00	39 00
1 x 10 and 12 in. x 9 to 16 ft.	38 00	39 00
1 x 7, 9 and 11 in. x 9 to 16 ft.	35 00	37 00
2 x 4 to 12, 10 and 16 ft.	36 00	37 00
2 x 4 to 12 in., 12 and 14 ft.	35 00	36 00
2 x 4 to 12 in., 18 ft.	37 00	38 00
2 x 4 to 12 in., 20 ft.	38 00	39 00
1 in. No. 2, 6 ft. to 16 ft.	28 00	29 00
2 in. No. 2, 4 in. and up in		

Douglas Fir, delivered in Toronto:		
Dimension Timber up to 32 feet:		
6x6 and 8, 10x10 and 12, 12x12	\$50 00	
6x10, 8x10, 10x14, 12x14, 14x14	51 00	
6x12, 8x12	52 00	
14x16, 16x16	52 50	
6x14, 8x14, 10x16, 12x16	54 00	
14x18	54 50	
8x16, 10x18, 12x18	55 00	
18x18, 20x20	55 50	
12x20, 24x24	56 00	

Timber in lengths over 32 feet subject to negotiation.

Fir flooring, 1 x 3, edge grain	59 00
Fir flooring, 1 x 4, edge grain	59 00
Fir flooring, 1 x 4, flat grain	44 00
No. 1 and 2, 1-in. clear Fir dough	50 00

(Depending upon widths).

No. 1 and 2, 1 1/2 and 1 3/4 in., clear Fir rough	60 00	64 00
No. 1 and 2 2-in. clear Fir rough	53 00	61 00
1 x 5 and 1 x 6 Fir casing	61 00	
1 x 8 and 1 x 10 Fir base	63 00	
1 x 8 and 1 x 10 x 12 E. G.		
stepping	74 00	
1 1/2 and 1 3/4 x 8 x 10 x 12 E. G.		
stepping	64 00	
1-in. clear Fir, d 4 sides	48 00	56 50
1 1/2 x 1 1/2 in. clear Fir, d 4 sides	55 50	58 00
XX B. C. cedar shingles	3 40	
XXX G. butts to 2 in.	4 40	
XXXXX 5 butts to 2 in.	5 00	

TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out.

Ash, white, dry weight 3800 lbs. per M. ft.		
1s & 2s	No. 1	No. 2
4/4	\$80.00	\$40.00
5/4 & 6/4	85.00	45.00
8/4	95.00	45.00
10/4 & 12/4	110.00	60.00
16/4	125.00	65.00

Ash, Brown		
4/4	70.00	35.00
6/4	75.00	35.00
8/4	78.00	35.00

Birch, dry weight 4000 lbs. per M. ft.		
1s & 2s	No. 1	No. 2
4/4	65 66	48 50
5/4 and 6/4	67 70	50 55
8/4	70 72	51 57
10/4 and 12/4	85 90	70 73
16/4	95 98	80 83

Basswood, dry weight 2500 lbs. per M. ft.		
1s & 2s	No. 1	No. 2
4/4	\$70.00	\$40.00
5/4 & 6/4	72.00	50.00
8/4	78.00	50.00

Chestnut, dry weight 2800 lbs. per M. ft.

1s & 2s	No. 1	No. 2
4/4	\$85.00	\$50.00
5/4 & 6/4	72.00	56.00
8/4	72.00	56.00

Elm, soft, dry weight 3100 lbs. per M. ft.

1s & 2s	No. 1	No. 2	No. 3
4/4	58.00	45.00	35.00
5/4 & 6/4	63.00	50.00	40.00
12/4	85.00	75.00	50.00

Gum, red, dry weight 3300 lbs. per M. ft.

1s & 2s	No. 1	No. 2
4/4	\$60.00	\$50.00
5/4 & 6/4	62.00	52.00
8/4	65.00	55.00

Gum, Sap

1s & 2s	No. 1	No. 2
4/4	\$50.00	\$45.00
5/4 & 6/4	54.00	47.00
8/4	55.00	47.00

Hickory, dry weight, 4500 lbs. per M. ft.

1s & 2s	No. 1	No. 2
4/4	\$75.00	\$45.00
5/4 & 6/4	100.00	75.00
8/4	90.00	60.00

Maple, hard, dry weight 3900 lbs. per M. ft.

1s & 2s	No. 1	No. 2	No. 3
4/4	\$58.00	\$45.00	\$38.00
5/4 & 6/4	63.00	48.00	38.00
8/4	70.00	60.00	50.00
12/4	95.00	80.00	60.00
16/4	105.00	90.50	55.00

Soft Maple

The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.

Mill run grade, No. 3 and better

No. 2 and better

White and Red Oak, plain sawed, dry weight 4000 lbs. per M. ft.

1s & 2s	No. 1	No. 2
4/4	\$75.00	\$55.00
5/4 & 6/4	80.00	60.00
8/4	85.00	65.00
10/4	90.00	70.00
12/4	95.00	75.00
16/4	100.00	80.00

White Oak, quarter cut, dry weight 4000 lbs. per M. ft.

1s & 2s	No. 1	No. 2
4/4	\$105.00	\$80.00
5/4 and 6/4	110.00	90.00
8/4	115.00	85.00

Red Oak, quarter cut.

1s & 2s	No. 1	No. 2
4/4	\$85.00	\$60.00
5/4 & 6/4	100.00	75.00
8/4	105.00	80.00

OTTAWA, ONT.

Manufacturers' Prices

Pine good sidings:

1-in. x 7-in. and up	\$60 00	70 00
1 1/2-in. and 1 3/4-in. x 8-in. & up	70 00	75 00
2-in. x 7-in. and up	72 00	78 00
No. 2 cuts 2 x 8-in. and up	45 00	50 00

Pine good strips:

1-in.	53 00
1 1/2-in. and 1 3/4-in.	60 00
2-in.	60 00

Pine good shorts:

1-in. x 7-in. and up	50 00
1-in. x 4-in. to 6-in.	40 00
1 1/2-in. and 1 3/4-in.	58 00
2-in.	58 00
7-in. to 9-in. A sidings	40 00

Pine, No. 1 dressing sidings

Pine, No. 1 dressing strips	40 00
Pine, No. 1 dressing shorts	38 00
Pine, 1-in. x 4-in. s.c. strips	44 00
Pine, 1-in. x 5-in. s.c. strips	44 00
Pine, 1-in. x 6-in. s.c. strips	46 00
Pine, 1-in. x 7-in. s.c. strips	46 00
Pine, 1 x 8-in. s.c., 12 to 16 ft.	48 00
Pine, 1-in. x 10-in. M.R.	51 00
Pine, s.c. sidings, 1 1/2 and 2-in.	47 00
Pine, s.c. strips 1-in.	40 00
1 1/2, 1 3/4 and 2-in.	42 00
Pine, s.c. shorts, 1 x 4 to 6 in.	38 00
Pine, s.c. and bet., shorts 1 x 5	36 00
Pine, s.c. and bet., shorts, 1 x 6	40 00
Pine, s.c. shorts, 6'-11', 1" x 10"	45 00

Pine box boards:

1" x 4" and up, 6'-11'	38 00
1" x 3", 12'-16'	42 00

Pine, mill culls, strips and sidings, 1-in. x 4-in. and up, 12-ft. and up

Mill cull shorts, 1-in. x 4-in. and up, 6-ft. to 11-ft.	36 00
O. culls r & w p	26 00

Red Pine, log run:

mill culls out, 1-in.	32 00
mill culls out, 1 1/2-in.	38 00
mill culls out, 1 3/4-in.	38 00
mill culls out, 2-in.	34 00
mill culls, white pine, 1" x 7"	41 00
and up	34 00

Mill run Spruce:

1" x 4" and up, 6'-11'	32 00
1" x 4" and up, 12'-16'	34 00
1" x 9"-10" and up, 12'-16'	40 00
1 1/2" x 7" 8-9" and up, 12'-16'	40 00
1 1/2" x 10" and up, 12'-16'	46 00
1 1/2" x 2" x 12" and up, 12'-16'	46 00

Spruce, 1-in. clear (fine dressing and B)

Hemlock, 1-in. cull	25 00	46 00
Hemlock, 1-in. log run	30 00	35 00
Hemlock, 2x4, 6, 8, 10, 12/16'	30 00	35 00
Tamarac	24 00	26 00
Basswood, log run, dead culls out	40 00	50 00
Basswood, log run, mill culls out	45 00	50 00
Birch, log run	30 00	32 00

Soft Elm, common and better, 1, 1 1/2, 2-in.

Ash, black, log run	25 00	30 00
1 x 10 No. 1 barn	52 00	40 00
1 x 10 No. 2 barn	52 00	40 00
1 x 8 and 9 No. 2 barn	42 00	

Lath per M:

No. 1 white pine, 1 1/2-in. x 4-ft.	4 75	5 00
No. 2 white pine	4 50	
Mill run white pine	4 75	
Spruce, mill run 1 1/2-in.	4 00	
Red pine, mill run	4 25	
Hemlock, mill run	4 00	
32-in. lath	2 00	2 25

White Cedar Shingles:

Mill run white pine	4 75
Spruce, mill run 1½-in.	4 00
Red pine, mill run	4 25
Hemlock, mill run	4 00

QUEBEC, QUE.

Cts. Per Cubic Foot

White Pine		
First class Ottawa waney, 18-in. average, according to lineal	80	80
19 in. and up average	85	85

Spruce Deals

3 in. unsorted Quebec, 4 in. to 6 in. thick	\$31 00	\$34 00
3 in. unsorted, Quebec, 7 in. to 8 in. thick	35 00	37 00
3 in. unsorted Quebec, 9 in. thick	40 00	45 00

According to average and quality

55 ft. cube	85	95
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According to average and quality

40 to 45 feet, cube	95	1 05
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According to average and quality

30 to 35 feet	75	85
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Birch Planks

1 to 4 in. thick, per M. ft.	40 00	45 00
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SARNIA, ONT.

Fine, Common and Better

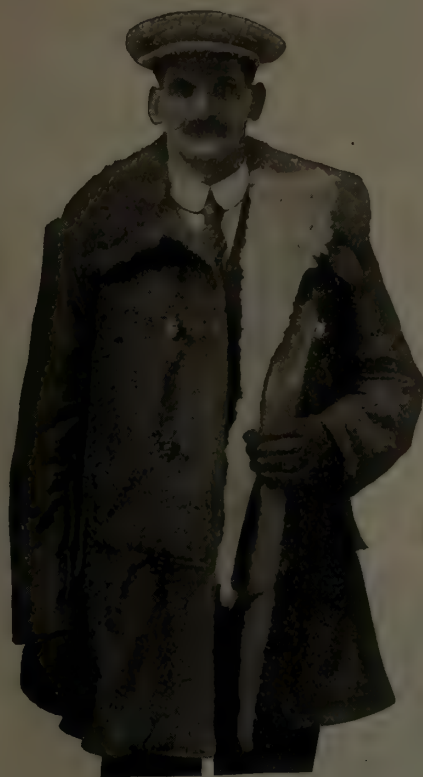
1 x 6 and 8 in.	\$80 00
1 in., 8 in. and up wide	90 00
1 1/2 and 1 3/4 in. and up wide	100 00
2 in. and up wide	105 00

Cuts and Better

4/4 x 8 and up No. 1 and better	75 00
6/4 x 8 and up No. 1 and better	85 00
8/4 x 8 and up No. 1 and better	87 00

No. 1 Cuts

1 in., 8 in. and up wide	63 00
1 1/2 in., 8 in. and up wide	72 00
1 3/4 in., 8 in. and up wide	73 00
2 in., 8 in. and up wide	76 00
2 1/2 and 3, 8 in. and up wide	100 00
4 in., 8 in. and up wide	105 00



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RED BIRCH				
4/4	58 - 60	38 - 40	22 - 24	
5/4 to 8/4	60 - 62	40 - 42	24 - 26	
SAP BIRCH				
4/4	51 - 53	30 - 32	18 - 20	
5/4 and up	53 - 55	32 - 34	20 - 22	
SOFT ELM				
4/4	43 - 45	28 - 30	20 - 22	
5, 6 & 8/4	45 - 47	30 - 32	20 - 22	
BASSWOOD				
4/4	47 - 49	37 - 39	25 - 27	
Thicker	49 - 51	39 - 41	26 - 27	
PLAIN OAK				
4/4	55 - 57	30 - 32	18 - 20	
5/4 to 8/4	58 - 60	34 - 36	20 - 22	
ASH, WHITE AND BROWN				
4/4	55 - 57	30 - 31	20 - 22	
5/4 to 8/4	65 - 67	35 - 37	21 - 23	
10/4 and up	75 - 88	42 - 50	24 - 26	

BOSTON, MASS.

Quotations given below are for highest grades of Michigan and Canadian white pine and Eastern Canadian Spruce as required in the New England market in carloads.

White pine uppers, 1 to 2 in.	134 00
White pine uppers, 2 1/2 and 3 in.	140 00
White pine uppers, 4 in.	140 00
Selects, 1 to 2 in.	125 00
Selects, 2 1/2 and 3 in.	140 00
Selects, 4 in.	155 00
Fine common, 1 in., 80 per cent.	
12 in. and up	90 00
Fine common, 1 x 8 to 11 in.	87 00
Fine Common, 1 1/2 to 2 in.	105 00
Fine Common, 2 1/2 and 3 in.	135 00
Fine Common, 4 in.	145 00
1 in. shaly clear	72 00
1 1/2 to 2 in. shaly clear	77 00
1 in. No. 2 dressing	64 00
1 1/2 to 2 in. No. 2 dressing	68 00
No. 1 Cuts, 1 in.	77 00
No. 1 Cuts, 1 1/2 to 2 in.	87 00
No. 1 Cuts, 2 1/2 and 3 in.	105 00
No. 2 Cuts, 1 in.	65 00
No. 2 Cuts, 1 1/2 to 2 in.	72 00

Barn Boards, No. 1, 1 x 12	70 00	2 x 3, 2 x 4, 2 x 5, 2 x 6, 2 x 7	35 00	35 50
No. 1, 1 x 10	63 00	3 x 4 and 4 x 4 in.		28 00
No. 1, 1 x 8	62 00	2 x 8 in.		40 00
No. 2, 1 x 12	65 00	All other random lengths, 7-in.		
No. 2, 1 x 10	61 00	and under, 8 ft. and up		36 00
No. 2, 1 x 8	58 00	5-inch and up merchantable		
No. 3, 1 x 12	57 00	boards, 8 ft. and up, p. 1s		40 00
No. 3, 1 x 10	56 00	1 x 2		38 00
No. 3, 1 x 8	55 00	1 x 3		37 00
Can. spruce, clear, 1 x 4 to 9 in.	48 00	1 1/2 in. spruce lath		4 50
1 x 10 in.	52 00	1 1/2 in. spruce lath		4 00
No. 1 1 x 4 to 7 in.	55 00			
No. 1 1 x 8 & 9 in.	56 00			
No. 1 1 x 10 in.	57 00			
No. 2 1 x 4 & 5 in.	38 00			
No. 2 1 x 6 & 7 in.	45 00			
No. 2 1 x 8 & 9 in.	45 00			
No. 2 1 x 10 in.	48 00			
No. 2 1 x 12 in.	52 00			
Spruce, 12 in. dimension	52 00			
Spruce, 10 in. dimension	50 00			
Spruce, 9 in. dimension	49 00			
Spruce, 8 in. dimension	48 00			
2 x 10 in. random lengths				
8 ft. and up	44 00			
2 x 12 in., random lengths	46 00			

New Brunswick Cedar Shingles

Extras	5 15
Clears	4 75
Second Clears	4 25
Clear Whites	3 75
Extra 1s (Clear whites in)	2 25
Extra 1s (Clear whites out)	1 90
Red Cedar Extras, 16-in. 5 butts	
to 2-in.	5 08
Red Cedar Eureka, 18-inch 5 butts to 2-in.	5 40
Red Cedar Perfections, 5 butts	6 18
Washington 16-in. 5 butts to 2-in. extra red cedar	4 90



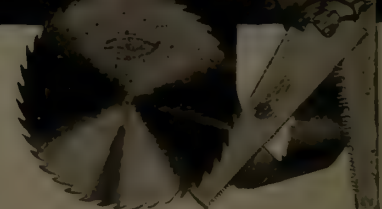
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No oil is used, a little Tranco Grease once or twice a year is the only lubricant required, consequently dust does not adhere to the outside of the bearing.

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Cane & Co., Jas. G.
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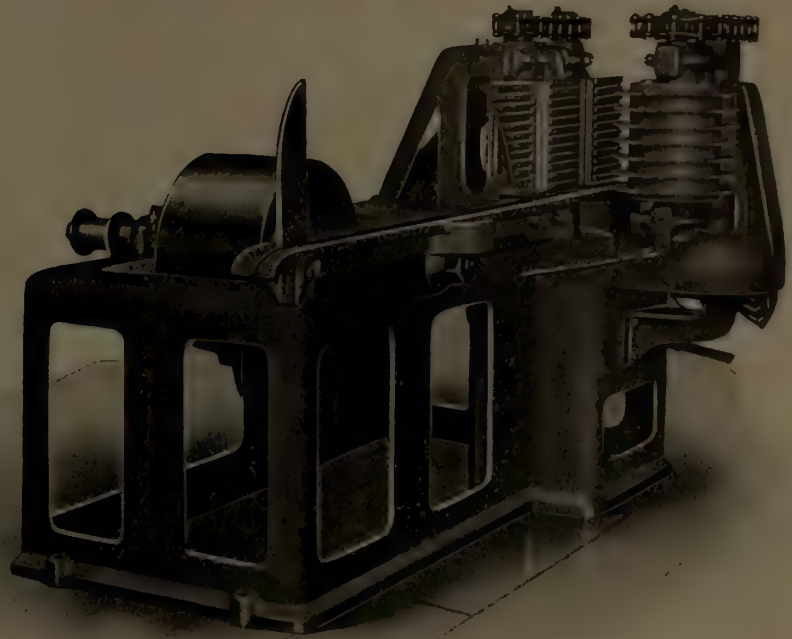
LINK-BELT
Canadian Link-Belt Company
Canadian Mathews Gravity Carrier Company.
Williams Machinery Co., A. R., Vancouver.

Continued on Page 72)

"HAMILTON" CIRCULAR RE-SAWS

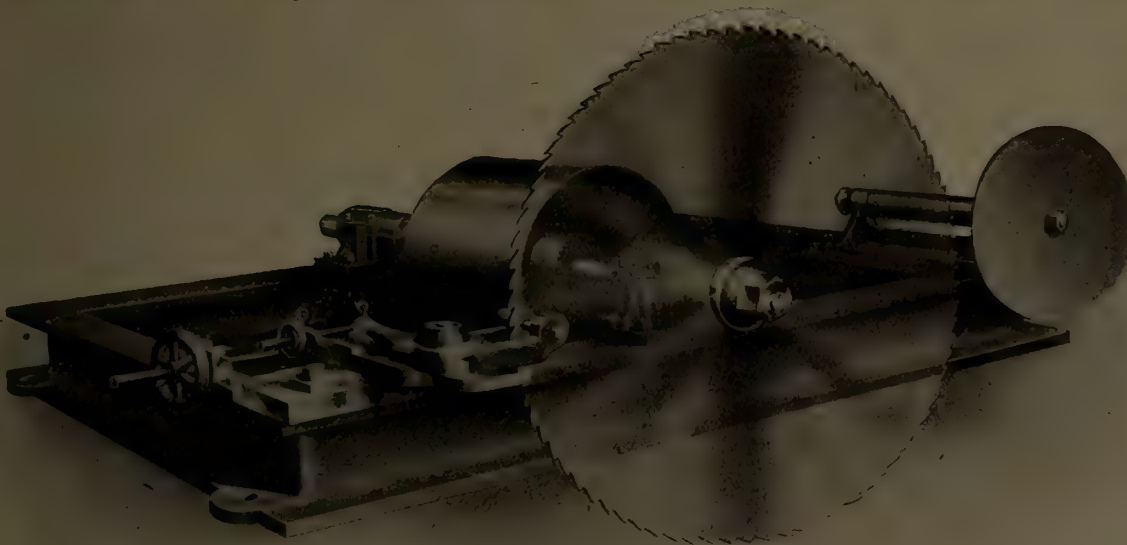
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(Continued on Page 74)

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Illustrating portable unit of Mathews Conveyor for unloading cars.

Photo by courtesy of Windsor Lumber Co., Ltd., Windsor, Ont.

Illustrating permanent installation of Mathews Lumber Conveyor, between mill and shipping and distributing platform.

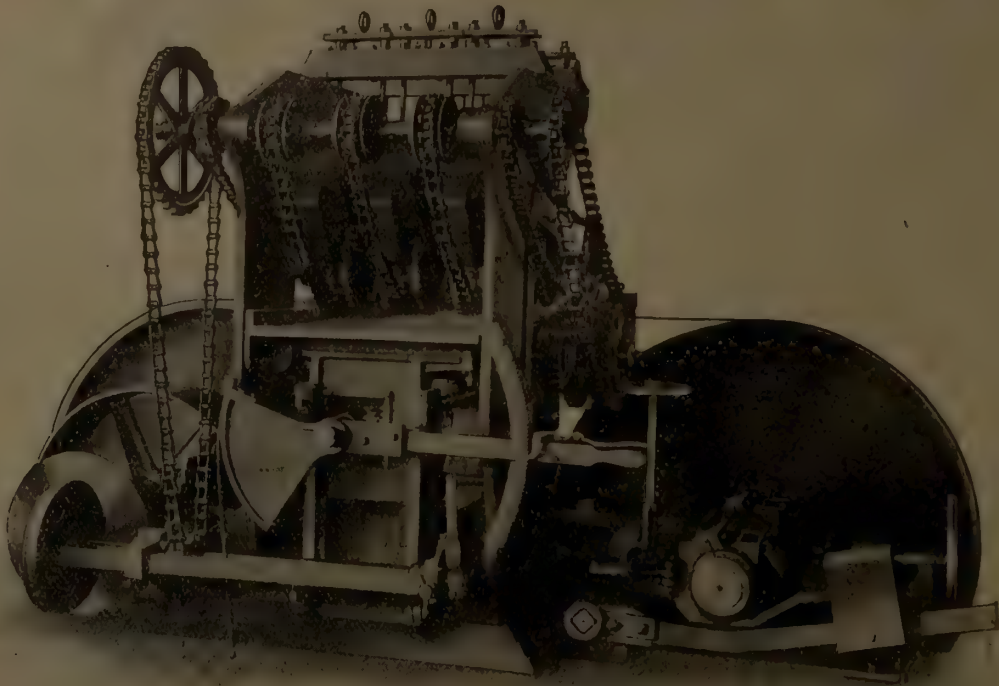
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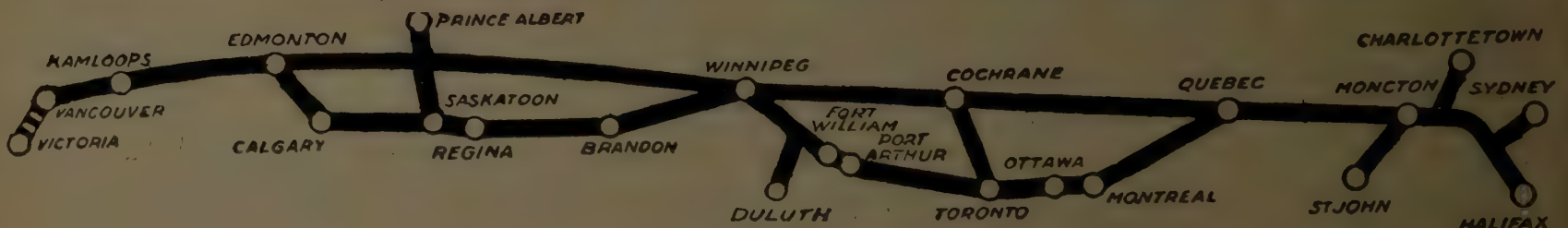
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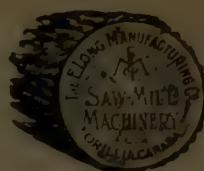
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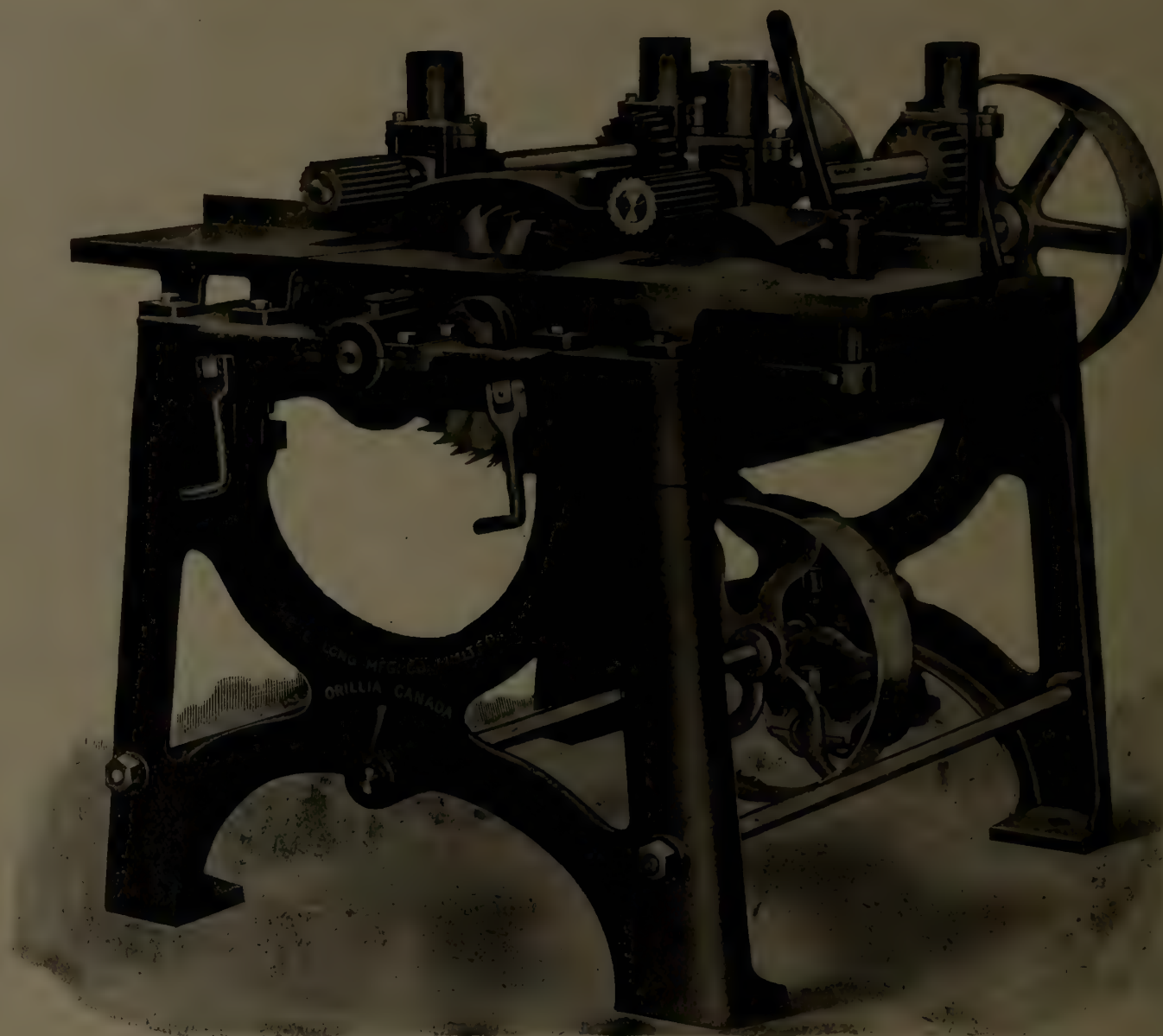
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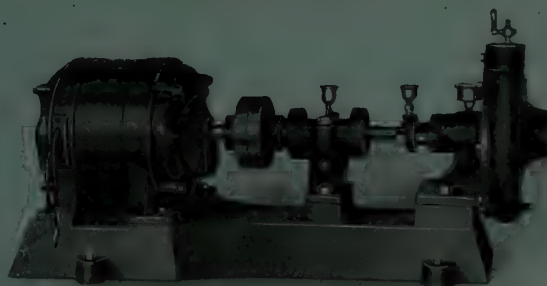
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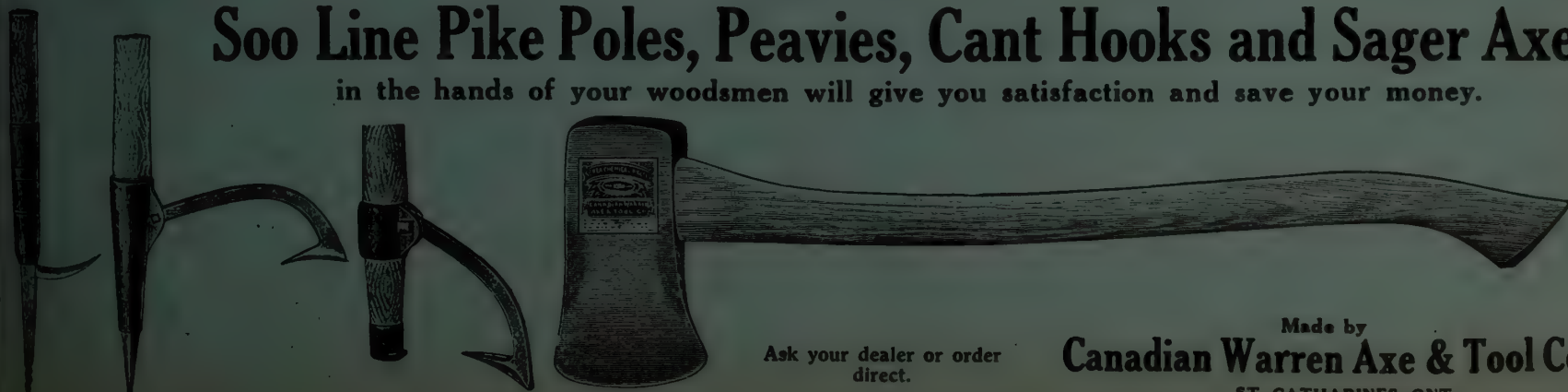


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in the hands of your woodsmen will give you satisfaction and save your money.



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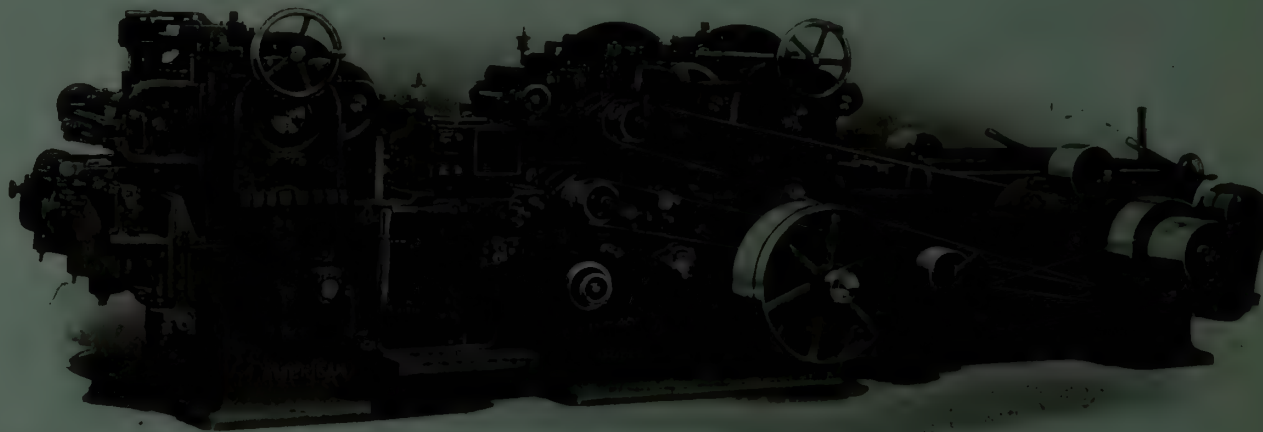
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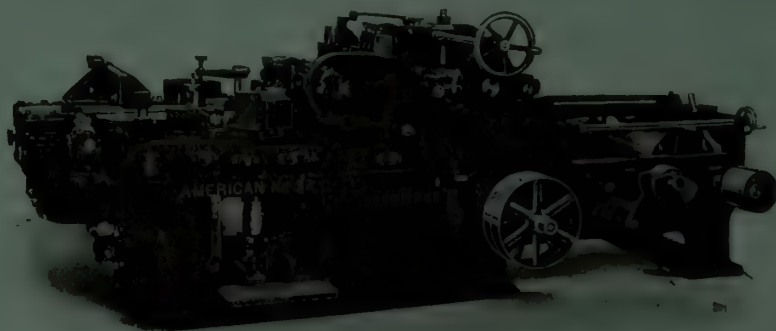
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Everything is in this machine that is desirable in a high speed Planer & Matcher. The Automatic Belt Release and Tighteners; the **built-in** Cutter Head Knife Jointers for both top and bottom heads; a system of Feed Roll Gearing where there are no chains and sprockets or immediate gears; quick and accurate adjusting and positive locking Matcher Legs; micrometer adjustment of Feed Rolls and Platen, are features that put the model 5 ahead of all competitors.



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Garlock Walker Machinery Co.
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2 x 4 and up x 6/9 Scant	5,590 ft.
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1 x 7 x 10/13	89,000 ft.
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1 x 9 x 10/13	9,400 ft.
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2 x 3 and up x 8 and up	88,000 ft.
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4 x 5 and up x 8 and up	75,000 ft.

CULL SPRUCE and JACK PINE

1 x 4 and up x 6/13	350,000 ft.
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8 x 8 to 16 x 16 16/32 ft.

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6 x 8,	14/20
8 x 8,	12/20
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Pattern Pine a Specialty

Can Re-saw the above in any size required, rough or planed. Mail us your enquiries.

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Choice dry No. 1 Common British Columbia Fir and
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14	100,000 ft.	12	50,000 ft.	12	84,000 ft.
16	200,000 ft.	14	50,000 ft.	14	100,000 ft.
18	10,000 ft.	16	100,000 ft.	16	242,000 ft.
20	8,000 ft.	18	50,000 ft.	18	40,000 ft.
		20	30,000 ft.	20	20,000 ft.
		22/24	4,000 ft.	22/24	4,000 ft.
2 x 10—10	7,000 ft.	2 x 12—10	10,000 ft.		
12	25,000 ft.	12	50,000 ft.		
14	23,000 ft.	14	50,000 ft.		
16	25,000 ft.	16	100,000 ft.		
18	12,000 ft.	18	25,000 ft.		
20	12,000 ft.	20	20,000 ft.		
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Quality unsurpassed

Prices reasonable



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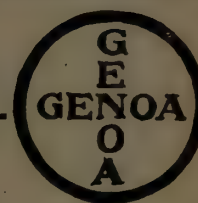
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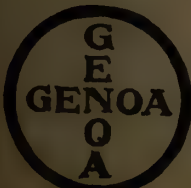
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Code: A.B.C. 5th Edition

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Complete assortment 1"- 2"- and 3" White Pine

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We are now sawing hardwood and have five million feet of

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Large stocks of Hemlock and Spruce always on hand.

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We saw the trees, saw the logs being made, saw them being hauled and again on the drive. We have watched the logs being sawn at the mill. Saw the lumber graded over the trimmers, and again when it was piled in the yard, and we know we have nice knotted lumber, lumber that we like to sell, the kind we know you like to buy.

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An order placed with us is not complete until you have unloaded the car and have found everything satisfactory.

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80,000 ft. 1 x 4 in., 8 ft. and up.
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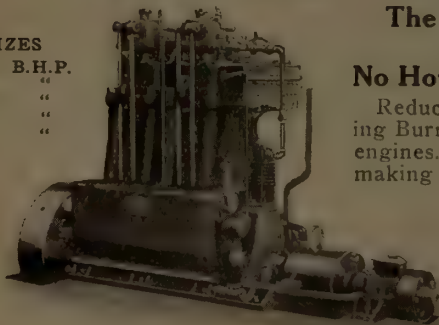
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- Extra heavy log haul-up works with inch round and flat chain, 128 ft. centres.
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- 48—live rolls about 8 ft. long by 10 in. dia.; extra heavy, sprocket drive.
- 20—High cars with roller tops, 24 in. heavy wheels on 3 in. axles, standard gauge.
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- 1—Payette picket machine, made specially for shade roller stock, will feed pieces 16 in. long, also sorting table with chain top.
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Prompt shipments and bargains for quick sale. Will send all particulars and prices on application.

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Penetang, Ont.

"WELL BOUGHT IS HALF SOLD"

"Bright - Right"

Sells on Sight

White Pine

1917 Cut

100 M' 1 x 6—10/16 Mill Run

75 M' 1 x 8—10/16 Mill Run

100 M' 1 x 10—10/16 Mill Run

125 M' 1 x 12—10/16 Mill Run

Smooth, red-knotted stock; largely Dressing

9 M' 1 x 4 & up—6/9 Good Shorts

17 M' 1 x 8 & up—10/16 No. 1 & 2 Cuts

5 M' 1 x 8 & up—10/16 No. 3 Cuts

15 M' 5/4 x 6 & up—10/16 No. 1 and 2 Cuts

10 M' 5/4 x 4 & up—10/16 No. 3 Cuts

9 M' 6/4 x 6 & up—10/16 No. 1 and 2 Cuts

12 M' 6/4 x 4 & up—10/16 No. 3 Cuts

12 M' 2 x 6 & up—10/16 No. 1 and 2 Cuts

7 M' 2 x 4 & up—10/16 No. 3 Cuts.

All even lengths.

Canadian General Lumber Co.

Limited

FOREST PRODUCTS

TORONTO OFFICE:—712-20 Bank of Hamilton Bldg.

Montreal Office:—203 McGill Bldg.

Mills: Byng Inlet, Ont.

PETRIE'S LIST of NEW and USED WOOD TOOLS

for Immediate Delivery

Wood Lathes

- 20" Sidney, Famous
16" Canada Machinery Corporation.
16" Cowan.
16" Sidney, Famous, patternmakers.
14" Sidney, Famous.

Band Saws

- 30" MacGregor-Gourlay, circular re-saw.
30" West Side, pedestal.
30" Cowan, bracket.
30" Goldie & McCulloch, bracket.
30" Ideal, pedestal (3).
27" Sidney, pedestal.
20" Sidney, pedestal.

Saw Tables

- No. 2 Sidney, Famous, variety.
No. 2 Crescent, combination.
No. 6 Sidney, Famous, variety.
Ballantine variable power feed rip.
Fisher, iron frame rip.
MacGregor-Gourlay power feed cut-off.
Greenlee automatic cut-off.
7' Fay, swing saw.
4 1/2' wood frame, swing.
Vaughan, portable drag saw.
Champion, drag saw.
No. 4 Canadian, airmotor, pole saw.

Planers

- 30" Whitney pattern single surfacer.
26" double surfacer, with chip breaker.
24" Hermance, double surfacer.
24" Sidney, Famous, single surfacer.
24" MacGregor-Gourlay.
24" Champion planer and matcher, with moulding attachment.
24" Galt, planer and matcher.
18" Sidney, Famous, single surfacer.
16" Galt, pedestal, buzz.
16" Buzz, with slotted head.

Moulders

- 13" Clark-Demill four side.
12" Cowan four side.
12" Woods, four-side, inside.
10" Houston four side.
8" Dundas four side.
6" Cowan four side.
6" Dundas sash stickler.

Mortisers

- Cowan, upright power.
Galt, upright, compound table.
No. 1 MacGregor-Gourlay upright.
No. 5 New Britain chain.
Fay, upright, boring attachment.
No. 2 Smart, foot power.

Clothespin Machinery

- Humphrey automatic lathes (6).
Humphrey double slotters (3).

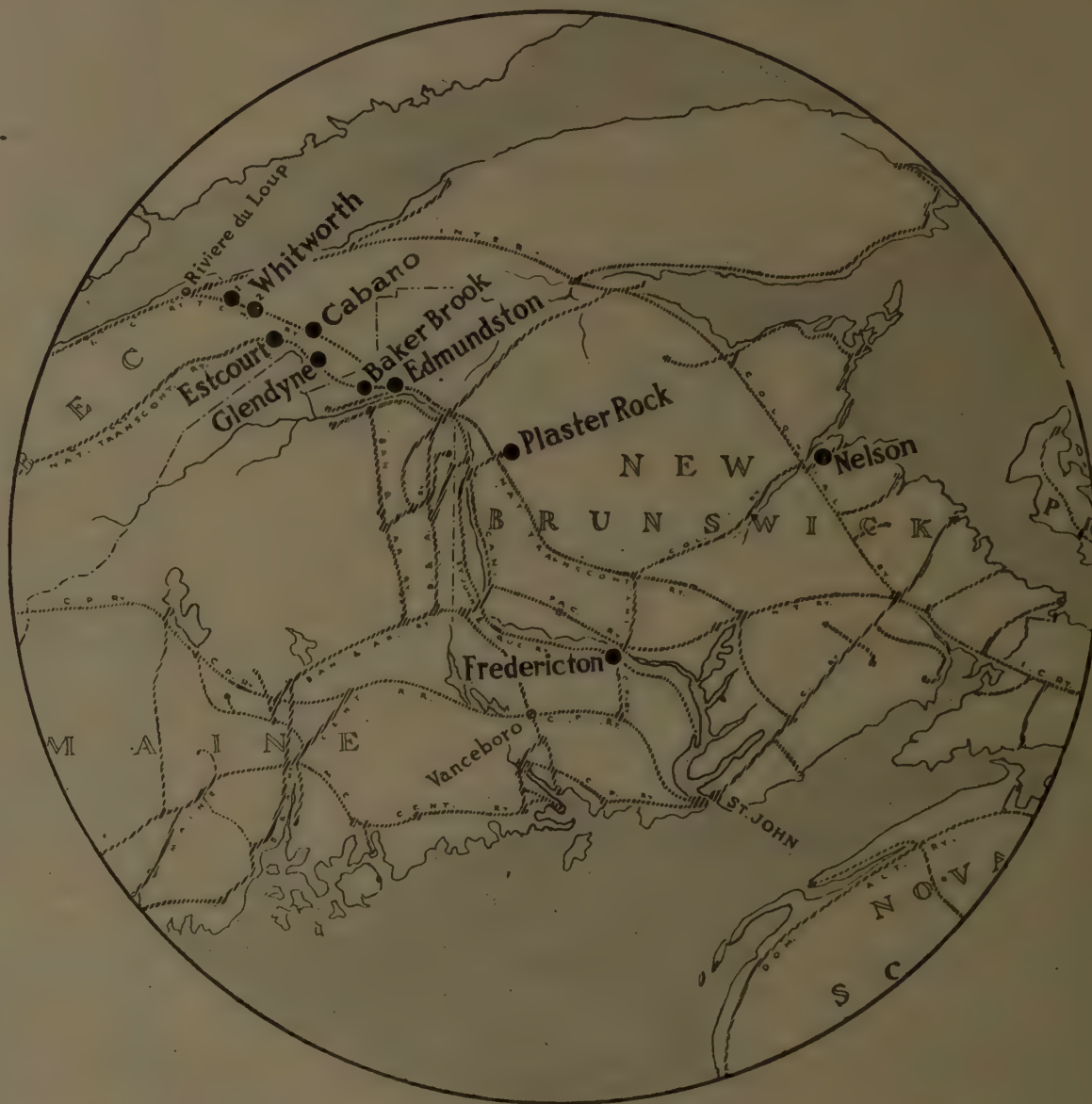
Miscellaneous

- No. 30 Sidney, universal woodworker.
No. 53 Crescent universal woodworker.
No. 7 Sidney, post boring machine.
No. 100 Galt, post boring machine.
No. 920 C.M.C. post boring machines (2).
Fay, single spindle, boring machine.
Cowan moulder and panel raiser.
MacGregor Gourlay 12 spindle dovetailer.
Fay & Egan 12 spindle dovetailer.
No. 1 Ballantine dowel machine.
12" Canada Mach. Corp. sander.
24" Fay, double drum.
No. 2 Defiance belt sander.
Egan sash and door tenoner.
M135 Cowan, sash and door relisher.
No. 6A Fox wood trimmer.
2-spindle Cant-Gourlay shaper.
No. 1 Defiance, axle shoulder shaper.
20" American wood scraper.
M63 Cowan spindle carver.
Hall, automatic shingle machine.
Ross automatic shingle machine.
No. 2 Dominion, lath machine & bolter.
No. 3 Defiance, rim and felloe rounding machine.
No. 1 Defiance, automatic, spoke driver.
8' Linderman, automatic, glue jointer.
8' McKeough & Trotter, hoop cutter.
No. 2 Reynolds, power screw driver.

Ask to see our large stock of used supplies—belting, pulleys, machine shop equipment, mill supplies, pipe and fittings. This material is as good as new and can be bought at very reduced prices.

H. W. PETRIE, LTD.
Front St. W., TORONTO, ONT.

Ten Band Mills to Serve You



Mills and Railway Connections

Fredericton, N.B.	Railway connection	C. P. R.
Plaster Rock, N.B.	" "	C. P. R.
Nelson, N.B.	" "	I. C. R.
Edmundston, N.B.	" "	C. P. R. or Temiscouata Ry.
Baker Brook, N.B.	" "	Temiscouata Ry. and N.T.R.
Glendyne, Que.	" "	N. T. R.
Escourt, Que.	" "	N. T. R.
Cabano, Que.	" "	Temiscouata Ry.
Whitworth, Que. (No. 1, No. 2)	" "	Temiscouata Ry.

Fraser Companies, Limited, Fredericton N.B.

ROUGH AND DRESSED SPRUCE, WHITE CEDAR SHINGLES, SPRUCE LATH, PIANO SOUNDING BOARD STOCK.

Hardwoods in Buffalo

Piled on our Buffalo Yard ready for Immediate Shipment

CHESTNUT								
	5/8"-7/8"	1"	1 1/4"	1 1/2"	2"	2 1/2"	3"	4"
1st and 2nds	1,000'	45,000'	15,000'	14,000'	37,200'	12,000'	10,000'	3,500'
No. 1 Com.	3,000	33,000	42,000	34,000	55,000	10,000	8,000	3,000
No. 2 Com.		19,000	2,000	2,500	8,000	1,200	1,800	200
CYPRESS								
1st and 2nds		24,000'	44,000'	27,000'	27,000'	32,000'	400'	3,000'
Selects		44,000	55,000	15,000	72,000	24,000	31,000	12,000
No. 1 Shop		13,000	200	700	2,200	2,400	500	3,500
HARD MAPLE								
1st and 2nds	1,000'	30,000'	30,000'	10,000'	90,000'	13,000'	15,000'	14,000'
No. 1 Com.	3,500	118,000	14,000	82,000	163,000	63,000	60,000	33,000
No. 2 Com.		12,000	4,600	5,200	24,000	2,000	26,000	14,000
SOFT MAPLE								
1st and 2nds	2,000'	14,000'	1,800'	8,000'	30,000'	23,000'	20,000'	2,800'
No. 1 Com.	1,000	17,000	1,300	5,400	2,000	3,500	30,000	2,900
No. 2 Com.		1,500	700	1,000	11,000	1,300	12,000	
PLAIN RED OAK								
1st and 2nds	4,200'	69,000'	20,000'	30,000'	57,000'	69,000'	33,000'	24,000'
No. 1 Com.	7,000	84,000	44,000	36,000	130,000	58,000	26,000	15,000
No. 2 Com.		53,000	1,400	3,000	11,000	14,000	8,000	1,300
PLAIN WHITE OAK								
1st and 2nds	2,600'	17,000'	13,000'	8,500'	47,000'	37,000'	34,000'	12,000'
No. 1 Com.	4,000	64,000	20,000	20,000	172,000	210,000	195,000	56,000
No. 2 Com.		56,000	3,500	1,000	50,000	16,000	36,000	2,000

IMPLEMENT GRADE WHITE OAK (free of heart)

80,000 ft. 1 1/2 in. 100,000 ft. 2 in. 100,000 ft. 2 1/2 in. 100,000 ft. 3 in. 45,000 ft. 4 in.

SOUND SQUARE EDGED WHITE OAK

About 400,000 ft. 2 in. and 3 in. x 6-8-10-12-in. and up to 10 in. x 10 in.

We also carry a nice stock of Ash, Basswood, Cherry, Gum, Hickory, Quartered Oak, Poplar, or Whitewood, Crating, etc.

A Few Miscellaneous Cars We Wish to Move

3 cars 1 in. No. 1 Com. W. Ash.
 1 car 1 1/2 in. No. 1 Com. W. Ash.
 1 car 1 1/2 in. No. 1 Com. W. Ash.
 1 car 2 in. No. 1 Com. W. Ash.
 1 car 1 1/2 in. No. 2 Com. W. Ash.
 1 car 3 in. No. 2 Com. W. Ash.
 1 car 1 1/2 in. 1st and 2nds Bass.
 1 car 2 in. 1st and 2nds Bass.
 2 cars 1 in. No. 1 Com. Bass.
 2 cars 1 1/2 in. No. 1 Com. Bass.
 3 cars 1 in. No. 2 Com. Bass.
 1 car 1 1/2 in. No. 2 Com. Bass.
 1 car 1 1/2 in. No. 1 Com. Beech.
 1 car 1 in. 1st and 2nds on one face Cherry.
 1 car 1 in. No. 1 Com. Walnut.
 1 car 1 in. No. 2 Com. Walnut.
 1 car 1 in. 1st and 2nds R. Gum.
 1 car 1 1/2 in. 1st and 2nds R. Gum.
 1 car 1 1/2 in. 1st and 2nds R. Gum.
 1 car 2 in. 1st and 2nds R. Gum.
 8 cars 2, 2 1/2 and 3 in. Sound Beech and Maple Road Plank.

Your enquiries will receive our careful attention.

Blakeslee, Perrin & Darling

1100 Seneca Street

BUFFALO, N. Y.

Better Spars—Better Timbers

supplied for SHIPS - SCOWS - BARGES



ALLEN-STOLTZE LUMBER CO., LTD.

Head Office, VANCOUVER, B.C.

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 R. G. CHESBRO, 504 Bank of Hamilton Bldg.

Watson & Todd Limited OTTAWA

1" to 3" WHITE PINE

All Grades and Widths

1" to 6" NORWAY

Registered



Trade Mark

**Export Trade
Our Specialty**

Registered



Trade Mark

The Harris Tie & Timber Co.

Limited
Ottawa - Canada

**Lumber - Lath - Shingles
Cedar Poles and Posts
Railway Ties - - Piles**

KEEWATIN LUMBER CO., LTD.

Manufacturers of White and Red Pine, Spruce and Poplar Lumber, Boxes, Shooks, Lath and Ties.

Dry White Pine Uppers and Factory Plank

Dry White Pine Common Boards

Also BOX and CRATING STOCK
in PINE, SPRUCE and POPLAR

Saw Mills, Planing Mills and Box Factories at
Keewatin and Kenora, Ontario

Correspondence solicited

General Office - KEEWATIN, ONTARIO

Callander Saw Mills

Callander, Ontario

"All Forest Products"

Varied and High Class

**White and Red Pine
Hemlock Lumber
and Lath
Cedar Poles**

Write for prices to—

Head Office :

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STRATFORD OAKUM

Quality Guaranteed

Jersey City and Everywhere

GEO. STRATFORD OAKUM CO.

165 Cornelison Ave. - - JERSEY CITY, U.S.A.

F. N. WALDIE, President.

R. S. WALDIE, Vice-President.

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The Victoria Harbor Lumber Co., Ltd.

Manufacturers of—

Lumber, Lath and Shingles

Mills at Victoria Harbor, Ont.

HEAD OFFICE.
12-14 Wellington Street East, TORONTO, ONT.

REDWOOD

for Clear Finish, Mouldings,
Windows and Door Frames

Tank Lumber, Bevel Siding and many special uses

Write for descriptive booklets
and price list.

Sample lots and L.C.L. shipments from
our Chicago warehouse.



THE PACIFIC LUMBER CO.

JOHN D. MERSHON, President
11 South LaSalle Street,
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NEW YORK, 103 Park Avenue

KANSAS CITY, 404 Grand Avenue, Temple Bldg.



Clear Mountain Larch Finish

also

Boards

Shiplap

and Dimension

Sawn Full Size

The Foss Lumber Co.

Limited

WINNIPEG, MAN.

Established 1905

FOR QUICK SHIPMENT

1 Car of 2 x 8,	10/16 Merchantable Spruce	
1 Car of 2 x 10,	10/16	" "
1 Car of 3 x 12,	10/16	" "

ALSO HAVE

Lumber, Lath and Shingles, Complete Stock of Crating Spruce; also Red Pine Piles for immediate shipment.

ARTHUR N. DUDLEY

Manufacturer and Wholesaler

Mills at—
Elbow Lake and Dane

109 Stair Building,
TORONTO, ONT.

Thurston-Flavelle, Limited

MANUFACTURERS OF

British Columbia Red Cedar Exclusively Cedar Bevel Siding, Finish, V-Joint and Mouldings

Straight or mixed cars with XXX and XXXXX Shingles.

Stocks carried at Lindsay, Ont., for quick shipment.

Full particulars from our Eastern Agents.

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Gull River Lumber Co., Ltd., Lindsay, Ont.

Quebec and Maritime Provinces Agents:

Mason, Gordon & Company, Montreal.

Head Office and Mills, Port Moody, B. C.

Mason, Gordon & Co. 80 St. Francois Xavier Street, Montreal, Que.

BRITISH COLUMBIA PRODUCTS

(Wholesale Only)

FIR TIMBER and Finish, CEDAR SHINGLES and Lumber

Transit Cars of the above always on the Road

Western Fir Doors

Sole Selling Agents for Eastern Canada for WHEELER OSGOOD CO., Tacoma, Wash.—Doors, Turned Stock etc.

Toronto Office: 510 Lumsden Building
Hugh A. Rose, RepresentativeVancouver Office: 304 Pacific Building
Herbert C. Gordon, Representative

Your Chance to buy Saw Mill Machinery

Any or all of the following, from Wm. Peter estate—
first class condition

- 1 right hand 3-Block Carriage, 40 inch, fitted with Payette set works, friction receder, 5 trucks, frame of carriage oak; never been used, except set works, which have been refitted; carriage built by E. Long Mfg. Co., Orillia.
 - 1 Steam Feed, 10 inch dia., 36 ft. long, vertical valves; never been used since being installed.
 - Track and Flat (new).
 - 1 Steam Nigger, Waterous Co.
 - 1 Steam Loader, Waterous Co.
 - 1 right hand Champion Edger (Waterous Co.), 48 inches, 3 stationary saws, 2 movable saws.
 - 1 left hand Hamilton Edger, 54 inch, 4 stationary saws, 1 movable saw.
 - 1 Engine, 14 x 20 slide valve, Payette fly-wheel, 5 ft. diameter, 30 in. face.
 - 1 Engine, 11 x 18, slide valve, Inglis & Hunter fly-wheel, 6 ft. diameter, 16 in. face.
 - 1 Patterson & Berryman Water Heater.
 - Gordon Hollow Blast Blower, located in mill.
 - 1 Ewart's Detachable Chain.
 - Special Heavy Forged Chain, about 800 feet.
- We have also on hand Live Roll Drives, Pulley, Gears, Shafting, in addition to Filing Equipment, etc.

W. L. HAIGHT, *Barrister*
PARRY SOUND, ONTARIO

The Fesserton Timber Co., LIMITED

Hemlock

We have full stock—sorted widths and lengths

Spruce

Ontario and Western stock—full thickness

Pine

Large stock—All sizes

Let us quote you by wire—prompt shipments

15 Toronto St.

Main { 795
796

TORONTO

Established
1873

GILLIES BROS.

Limited

Mills and Head Office
BRAESIDE, ONT.

Manufacturers of

WHITE PINE**RED PINE****SPRUCE**

New York City: Guy E. Robinson, 1123 Broadway

Now in Course of Preparation

EXPORT EDITION

of the "Canada Lumberman"

The Main Purposes of This Number:

First—To tell the importers in European and other foreign countries about Canada's timber resources and lumber manufacturing facilities, and the ability of our manufacturers to supply their needs.

Second—To acquaint our manufacturers and exporters with the requirements of foreign markets and assist them in developing the export business.

Some of the Articles that will appear in this important number:

1. Canada's export trade in past years, giving figures showing expansion and trend of trade, including articles by prominent lumber men on the advantages of developing our export trade, sizes of lumber produced in Canada and its suitability for foreign markets.
2. Location and description of timber resources, accompanied by illustrations, including samples of doors, interior trim, flooring, ready-made houses, etc.
3. A comprehensive article describing Canadian methods of logging, bringing logs to the mill, etc., accompanied by illustrated description of several big sawmilling and wood-working establishments, to graphically depict our facilities for manufacturing.
4. Explanation of lumber terms used in this country, with some reference to grading rules, etc.; also a complete explanation of European lumber terms and methods of handling lumber.
5. An article dealing with the transportation problems, shipping ports, facilities for handling our lumber, etc.
6. The probable quantity, kind and size of lumber required in the next five years for rebuilding the devastated area of Europe, comparing this with the normal consumption of the different countries.
7. Description and plans of the types of ready-made houses required for immediate use in Europe.
8. Special article on pit wood and pit props, sizes of wood used, how to prepare it, etc.
9. Special articles on pulp and pulp wood, illustrated with some of our largest mills.
10. Specially written articles on the B.C. lumber export trade; white pine in European markets; what factors have operated against the development of the export trade in the past, and other subjects which will comprise a complete review of the situation.

TWO THOUSAND COPIES DISTRIBUTED ABROAD

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In All Sizes and Grades

We are Specialists in this Line—Write us.

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408 Pacific Building

VANCOUVER, B. C.

Prince Rupert Lumber Company

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SITKA SPRUCE

Specialties:

Timbers and Dimension

Office and Mills: Prince Rupert, B.C.

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DRESSING IN TRANSIT

Our new and efficient facilities make it possible to do your milling in transit quickly and at low cost. Prompt service is assured by three railway lines.

We are always glad to quote you very attractive prices and show you the quality of our work.

Ask Lumbermen who know and they will tell you to

TRY

Renfrew Planing Mill

Renfrew, Ontario

River Ouelle Pulp & Lumber Co.

Manufacturers of

SPRUCE

Lumber Lath Pulpwood

Head Office and Mills at:

St. Pacome, Que., Canada

On I. C. Ry. 75 Miles East of
Quebec City

Also Mills at:

Crown Lake, Powerville Riv. Manie
On Nat. Transcontinental Ry.

We Have To Offer:

1 Car 2 x 4—12' Mercantable Spruce
2 Cars 2 x 5—12' " "

Eastern Stock. 1917 Cut

50 M. ft. Edge Grain 1's & 2's Clear Fir Flooring
20 " " 1 x 6 & Up 8/16 Clear Western Spruce

Canada Lumber Co., Limited
WESTON, - ONT.

ASH-OAK-HICKORY

We are prepared to furnish lumber in the above varieties, of such grades and thicknesses as you may require. also we cut Oak constructional material to order.

We appreciate the fact that when we ship high grade lumber it helps our customer to sell his product, and that means more business for both of us.

WE SATISFY OUR CUSTOMERS

John I. Shafer Hardwood Co.
SOUTH BEND, IND.

J. B. Snowball Company

LIMITED

Chatham, New Brunswick

Dealers in

**Spruce, Pine, Hemlock
Laths, Railway Ties**

Band mill at Chatham with Resaw and Planer mill in connection with same.

Rotary mills at Chatham and Millerton and Gang mill at Tracadie.

Our Planing and Resaw plant makes it possible to meet buyers requirements.

RAILWAY SIDINGS IN OUR MILL YARDS

Would Sell

Rotary Mill at Millerton

Good opportunity for a mill business of four million capacity per year.

ENQUIRIES SOLICITED

Standing Timber

in Large or Small Blocks

**FOR
SALE**

THE undersigned offer for sale, in large or small blocks all their remaining timber lands and town property situated in the town of Parry Sound, Ont.

We have sold quite a number of timber parcels but still have some good bargains left in Townships of McDougall, Foley, McKellar, Monteith, Carling, Christie, McConkey, Mills, Allen, Secord, Falconbridge and Street.

**Special
Prices**

Special bargains in the Townships of Falconbridge and Street for small mills.

The Parry Sound Lumber Co.

26 Ernest Ave. Limited

Toronto, Canada

OUR NEW TIMBER MILL

(Capacity 100,000 Feet Ten Hours.) NOW IN OPERATION

We solicit your enquiries for Heavy Construction Material and Yard Stock

ANY SIZE TIMBERS UP TO 100 FEET

Give us an opportunity to prove to you that we have earned a reputation for Quality and Service.

TIMBERLAND LUMBER COMPANY, LIMITED

Head Office: Westminster Trust Building, NEW WESTMINSTER, B.C.

Mills at South Westminster, on B.C.E.R.

Shipments by C.P.R., C.N.R., G.N.R., N.P.R., and C. M. & St. P. Ry.

Lumbermen's Underwriting Alliance

U. S. EPPERSON UNDERWRITING COMPANY

ATTORNEY IN FACT

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SUITE 1114-19 R. A. LONG BUILDING
KANSAS CITY, MISSOURI

CONDENSED FINANCIAL STATEMENT

December 31, 1918

ASSETS:

Cash in Banks	\$ 598,716.88	
Bonds:		
State of Louisiana 5s	\$ 54,419.04	
City of Dallas, Texas, 4½s	40,338.40	
Kansas City Terminal Railway, 1st Mtg. 4s	28,639.18	
Sedgwick County, Kansas, 4s	15,808.39	
City of Omaha, Nebraska, 4½s	40,553.66	
City of Los Angeles, California, 4½s	50,000.00	
Canada-Southern Railway Co., 5s	26,342.56	
United States Liberty Bonds, 1st Issue Converted 4½s ..	25,000.00	
United States Liberty Bonds, 2nd Issue Converted 4½s ..	75,000.00	
United States Liberty Bonds, 3rd Issue, 4½s	100,000.00	
United States Liberty Bonds, 4th Issue, 4½s	100,000.00	
United States Thrift Bonds	859.02	
Canada Victory Bonds, 5½s	49,178.26	
City of Seattle, Washington, 5s	9,975.28	616,113.79
Accounts Receivable—Deposits in Course of Collection, etc. .	221,269.59	
Accrued Interest Receivable	5,497.96	\$1,441,598.22

LIABILITIES:

Losses in Process of Adjustment	28,550.00	
Administrative Expense	43,415.01	
Surplus and Re-insurance Reserve	1,369,633.21	\$1,441,598.22

COLLECTIVE STATEMENT INCOME AND EXPENDITURES January 10, 1905, to December 31, 1918

INCOME:

Net Deposits Collected	\$6,197,797.55	
Deposits in Course of Collection	217,075.04	
Interest Collected	281,761.24	
Interest Accrued, Not Due	5,497.96	\$6,702,131.79

EXPENDITURES:

Losses Paid	\$4,058,087.40	
Losses in Process of Adjustment	28,550.00	
Savings Returned	1,134,387.10	
Legal Expenses, Taxes, etc.	68,059.07	
Administrative Expense	43,415.01	5,332,498.58

SURPLUS AND RE-INSURANCE RESERVE	\$1,369,633.21
(Amount to Credit of Subscribers' Accounts)	

After a careful examination of the books of account of the Lumbermen's Underwriting Alliance, we certify that the above statement of Assets and Liabilities is a correct presentation of the financial condition of the Alliance at December 31, 1918; and that the statement of Income and Expenditures is a true and correct statement for the period covered; and further certify that the books of account and records have been kept in strict accordance with the Power of Attorney and Policy-Contract between the individual subscribers and U. S. Epperson Underwriting Company, Attorney.

Kansas City, Mo., January 11, 1918.

SMITH, BRÖDIE & LUNSFORD,
Certified Public Accountants.

EQUITABLE TO ALL PARTICIPANTS
LEGAL EVERYWHERE

LIMITED EXPENSES, LOWEST COST
ABSOLUTELY SOUND

LOSSES FAIRLY SETTLED AND PROMPTLY PAID

KANSAS CITY, MO., January 1, 1919

To Subscribers Lumbermen's Underwriting Alliance:

FOURTEENTH ANNUAL REPORT

It was with no little pride that we placed before you one year ago our fine showing for 1917, and it is with even more satisfaction that we are able now to submit our excellent financial statement and annual report for the year just closed.

Although in 1918 the menace from I. W. W. activities and alien enemies existed as in previous War years, still the losses from these causes were not so great as in 1917, but new adverse conditions appeared in 1918 in the form of a hurricane in the South, resulting in fires, and the Minnesota forest conflagrations.

In view of these exceptional conditions we are confident it will be a source of considerable gratification to our subscribers to know that we have closed our fiscal year with an average saving of 25.21% of the earned premiums.

During the past year we returned as savings dividends \$166,417.35; and, in addition, increased the surplus and re-insurance reserve \$229,291.09. New business written during the year 1918 exceeded the cancellations by \$13,527,069.08, making the total volume of insurance in force \$62,819,426.25. The ALLIANCE now carries insurance on 725 properties—an increase of 101 subscribers during the year.

A considerable reduction in the amount of insurance in force was necessitated on account of twenty-two of our plants finishing their timber cut. We were also reluctantly compelled to withdraw liability from a number of properties because of continued failure to comply with our reasonable requirements as to cleanliness and upkeep, and for other reasons which made the retention of the business undesirable from the standpoint of inter-insurance and sound underwriting.

While to be the largest in volume of any Inter-Insurance Exchange available to lumber manufacturers has not, at any time, been our primary ambition, we have, however, at all times, been actuated by a desire to make for permanency and soundness, believing that good underwriting methods and a good showing would attract that support which would place us at the head as a just recognition of our unrelaxing efforts and the quality of our work.

We feel a deep sense of gratitude to all of our policy carriers who have shown their appreciation of our efforts by placing the ALLIANCE at the top.

At the end of 1917 we found, to our surprise, that we had a greater volume of business on our books than any other Inter-Insurance Exchange confining its underwriting to lumber manufacturing plants, and this same position has been maintained throughout the year just closed.

We want to assure our supporters that in attaining this position we have in nowise relaxed our care in the selection of risks nor in our efforts to minimize fire losses. The same rules of eligibility have obtained with us from the start.

OUR READY RESOURCES

Cash in Banks	\$ 598,716.88
High-Grade Bonds and Accrued Interest	621,611.75
Accounts Receivable, Premium Deposits in Course of Collection, etc.	221,269.59

Total	\$1,441,598.22
Less Losses in Process of Adjustment	\$28,550.00
Due U. S. Epperson Underwriting Co., Attorney	43,415.01
	71,965.01

SURPLUS and RE-INSURANCE RESERVE \$1,369,633.21

This item consist of amounts to the credit of subscribers' accounts which remain after having disbursed to them in the fourteen years' existence of the ALLIANCE—

SAVINGS DIVIDENDS returned	\$1,134,387.10
FIRE LOSSES paid	\$4,058,087.40

The ALLIANCE force labored under extraordinary trying conditions during the past year. Eight of our experienced men joined the colors. Nevertheless efficient inspections were rendered our plants and our fire bulletins were continued. The service, supplemented by willing and prompt co-operation from our subscribers, who were also seriously handicapped through shortage of labor, was undoubtedly one of the principal factors in reducing the number and extent of fires and minimizing losses. We urge that mill owners and managers permit no laxity during the coming year, in the maintenance of good housekeeping, in the upkeep of protective systems or in the supervision of the watchmen. Conditions still demand that every available means be provided and used to prevent fire starting and to check its spread. We ask that the best use be made of our inspection reports and careful perusal and distribution to the foremen of our fire Bulletins.

With the return of so many of the soldiers to civilian life, labor conditions will ease up. This, coupled with the fact that there will be an enormous demand in domestic and foreign markets for timber products, leads us to predict that 1919 will prove a year of prosperity to the Lumbermen and we hope it may be one of small fire loss.

The usual annual savings dividends will be disbursed as soon as our records for the last year are all closed.

U. S. Epperson, President

U. S. Epperson Underwriting Company,
Attorney and Manager,
Lumbermen's Underwriting Alliance.

USE-P.

OUR GROWTH**RISKS INSURED****INSURANCE IN EFFECT**

23	\$475,500.00—JAN. 10, 1905	
	At Commencement of Business.	
57	\$1,214,850.00—JAN. 9, 1906	
	At End of First Year.	
135	\$4,315,413.99—JAN. 9, 1907	
	At End of Second Year.	
213	\$9,048,451.86—JAN. 9, 1908	
	At End of Third Year.	
267	\$12,255,362.78—JAN. 9, 1909	
	At End of Fourth Year.	
312	\$16,050,448.38—JAN. 9, 1910	
	At End of Fifth Year.	
321	\$20,147,984.70—JAN. 9, 1911	
	At End of Sixth Year.	
364	\$23,851,676.89—JAN. 9, 1912	
	At End of Seventh Year.	
384	\$26,325,502.22—JAN. 9, 1913	
	At End of Eighth Year.	
428	\$29,612,154.08—JAN. 9, 1914	
	At End of Ninth Year.	
487	\$34,491,471.79—JAN. 9, 1915	
	At End of Tenth Year.	
539	\$38,294,946.29—JAN. 9, 1916	
	At End of Eleventh Year.	
557	\$40,278,921.64—DEC. 31, 1916	
	At End of Twelfth Year.	
624	\$49,292,357.17—DEC. 31, 1917	
	At End of Thirteenth Year.	
725	\$62,819,426.25—DEC. 31, 1918	
	At End of Fourteenth Year	

Insurance Coverage Extended to Owners of Lumber Manufacturing Properties that are Physically and Morally Eligible.

Address all communications respecting insurance to 1114-1119 R. A. Long Building, Kansas City, Mo.

Spruce, Hemlock, Pine and Hardwoods

Deals, Boards, Timber and Dimension material
of every description

Piling Ships Knees Ties

We are in a position to fill any sized order, and have every facility for shipping either by rail or water, making prompt shipments.

MUSGRAVE & CO., LIMITED

HALIFAX, Nova Scotia

EXCELSIOR LUMBER CO.

33 RICHMOND ST. WEST, TORONTO

CAN SUPPLY YOU WITH

Cedar Posts, 8 to 12 ft. long

Spruce Piling 30 to 40 ft. long

300,000 ft. Jack Pine Box Lumber

100,000 ft. 1 x 4 to 12 Hemlock, Log Run



Plant of The Stearns Salt and Lumber Co.

STEARNS SELECTED Lumber and Timber

**Hardwood, Hemlock
and White Pine from
the Michigan Forests**

We have a complete assortment of hardwoods in pile ready for rush shipments. Your enquiries will have our prompt attention.

Stearns Salt & Lumber Co.

LUDINGTON, MICH.

Basswood

1 in., 1 1/4 in., 1 1/2 in., 2 in., and 3 in.,
Dry Basswood

Dry Birch Stock

All thicknesses and grades in

Maple, Birch, Elm, Basswood and Brown Ash

Also Cottonwood, Tupelo, Gum, Magnolia
and Buckeye

Spruce, Hemlock and Pine

Can saw to order at MacDonald's Siding

Let us quote on your requirements

HART & McDONAGH

513-14-15 Continental Life Bldg. - TORONTO

Get Our Special Prices on White Pine, Norway and Spruce

SPECIALS FOR MARCH

No. 1 and No. 2 White Pine Lath, mixed.
No. 3 Lath.

Dry Stock Ready for Shipment

JAMES G. CANE & CO., 411 McKinnon Building
TORONTO, ONTARIO

We offer you the Best Grades of

WHITE PINE, SPRUCE, HEMLOCK, HARDWOODS

Special for March:—2" WHITE PINE, Short

Write for quotations

OLIVER LUMBER COMPANY

of Toronto, Limited

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Toronto

W.C. Edwards & Co. Limited

Wholesale Lumber OTTAWA :- CANADA

White and Red Pine, Spruce, Hemlock, Lath, Shingles, Boxes,
Box Shooks, Factory Material

Write us your requirements.

Planing Mill, Ottawa and Rockland

PLEASE REMEMBER I can saw any size,
length and quantity of White Oak Timbers on
short notice.

I Want to Buy

Winter sawn Basswood any thickness
Brown Ash 4/4, 6/4 & 8/4 No. 2 Com. & Better
500,000 ft. Merchantable Hemlock, stock size

B. C. Shingles always in transit, both 3X and 5X.

Write me or phone for prices.

PERCY E. HEENEY, Wholesale Lumber
207 Weber Chambers, KITCHENER, Ont.

I HAVE IT

All Grades in White Pine
Lath A Specialty

Milling in Connection

E. J. MOORES, Jr.

MIDLAND

CANADA

LET'S GET TOGETHER

Planing Mill Stock

CYPRESS

Soft, Dry Stock, Finest Grades—
All Thicknesses— 4/4, 5/4, 6/4, 8/4, 10/4, 12/4

Yellow Pine Finish

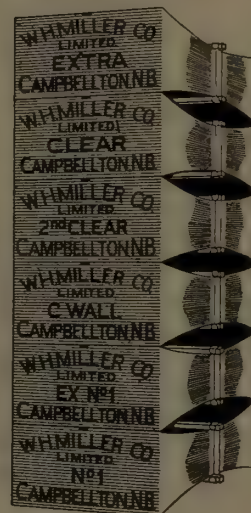
Kiln Dried, Soft, Short Leaf Kind

Stock Widths $\left. \begin{matrix} 4/4 \\ 5/4 \\ 6/4 \\ 8/4 \end{matrix} \right\}$ by 4", 6", 8", 10", 12"

Also OAK, ASH, POPLAR, GUM

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We Specialize in—

**New Brunswick
White Cedar Shingles**

We also manufacture
**Spruce and Pine Lumber,
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Shipments by Rail and Water.

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The Rat Portage Lumber Co., Limited, Vancouver

MANUFACTURERS OF

Douglas Fir, Spruce, Cedar and Hemlock Lumber

Rough Timbers, Dimension, Flooring, Ceiling, Siding, Interior and Exterior
Finish of all kinds including Mouldings. Fir, Spruce and Cedar Lath

Prompt shipment of Fir timbers in all sizes and up to 100 feet in length

AIR DRIED CEDAR SHINGLES

We specialize in supplying air dried Cedar Shingles, these cost more
than kiln dried Shingles but make a better roof and last much longer

RIGHT GRADES

QUICK SHIPMENTS



Canadian Western Lumber Co.

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Winnipeg—H. W. Dickey
Brandon—Hugh Cameron

SASKATCHEWAN

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Moose Jaw

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Manufacturers of Pacific Coast Timber Products

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"SHAMROCK" BRAND RED CEDAR SHINGLES

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D. WILLIAMS, 30 Brunswick Ave., TORONTO, Ont.

SOUTHERN HARDWOODS Dry Stock at Buffalo for Quick Shipment

BROWN ASH				CHESTNUT				PLAIN RED OAK				POPLAR			
1 in.	1 & 2	Clear Strips	No. 1 Com.	1 in.	1 & 2	Clear Strips	No. 1 Com.	1 in.	1 & 2	Clear Strips	No. 1 Com.	1 in.	1 & 2	Box Boards	Bright Saps
1 1/4 in.	69,900		27,000	1 1/4 in.	229,900	7,700	13,300	1 1/4 in.	210,000		3,400	1 1/4 in.	18" & up	1 & 2	13" & up
1 1/2 in.	34,500	5,300	6,200	1 1/2 in.	88,800	1,300	31,200	1 1/2 in.	18,500		7,100	1 1/2 in.	2,500	19,600	
2 in.	7,500		10,000	2 in.	22,500		1,000	2 in.	256,200	2,700	68,900	2 in.	18,200	50,000	16,000
4 in.	32,200			4 in.	18,200		55,300	4 in.	41,700	2,400	34,000	4 in.	2,800	2,700	8,000
WHITE ASH				CYPRESS				PLAIN WHITE OAK				Stained Saps			
1 in.	1 & 2	Clear Strips	No. 1 Com.	1 in.	1 & 2	No. 1 C.		1 in.	1 & 2	Clear Strips	No. 1 Com.	1 in.	No. 1	No. 2	No. 3
1 1/4 in.	28,300		110,000	1 1/4 in.	74,300	13,200		1 1/4 in.	23,400		11,900	1 1/4 in.	37,600	104,900	59,300
1 1/2 in.	71,000	15,000	68,000	1 1/2 in.	24,200	11,200		1 1/2 in.	11,300		800	1 1/2 in.	10,600	17,600	6,000
2 in.	89,900	7,200	82,000	2 in.	11,000	11,300		2 in.	11,150			2 in.	7,700	60,000	20,700
2 1/2 in.	59,300		59,000	2 1/2 in.	30,100	4,800		2 1/2 in.	31,900		5,000	2 1/2 in.	5,000	153,500	35,500
3 in.	10,000		6,500	RED GUM				3 in.	188,300	1,800	33,800	3 in.		35,300	
3 1/2 in.	38,000		23,500	3 in.	1 & 2	No. 1 C.		3 1/2 in.	65,300		10,000	3 1/2 in.	40,000	32,000	
4 in.	4,500		6,300	4 in.	1 & 2	No. 1 C.		4 in.	40,500		64,400	4 in.	5,000		
BASSWOOD				SAP GUM				QUARTERED RED OAK				QUARTERED POPLAR			
1 in.	1 & 2	Clear Strips	No. 1 Com.	1 in.	1 & 2	No. 1 Com.		1 in.	1 & 2	Clear Strips	No. 1 Com.	1 in.	1 & 2	Clear Strips	No. 1 Com.
1 1/4 in.	52,700	2,200	135,000	1 1/4 in.	47,400	8,000		1 1/4 in.	72,200	41,300	38,800	1 1/4 in.	8,400		
1 1/2 in.	201,300	12,000	106,500	1 1/2 in.	11,730			1 1/2 in.	500		3,900	1 1/2 in.	250		
2 in.	33,600		14,800	2 in.	13,000	5,500		2 in.	1,000		7,400	2 in.			
2 1/2 in.	16,200		40,000	HICKORY				PLAIN SYCAMORE				BLACK WALNUT			
3 in.	75,000		25,900	1 in.	1 & 2	No. 1 Com.		1 in.	1 & 2	Clear Strips	No. 1 Com.	1 in.	1 & 2	No. 1	No. 2
3 1/2 in.			12,500	1 1/4 in.	1,200	1,300		1 1/4 in.	72,500	25,400	118,600	1 1/4 in.		14,000	3,100
BUTTERNUT				1 1/2 in.	2,000	5,300		1 1/2 in.	67,400	7,800	26,000	1 1/2 in.		200	200
1 in.	1 & 2	No. 1 Com.	No. 2 Com.	2 in.	1,350	600		2 in.	1,500		1,900	2 in.			
1 1/4 in.	13,300	35,800	15,600	2 1/2 in.	10,000	5,000		2 1/2 in.	1,500						
2 1/2 in.	3,700	4,500	300	3 in.	1,250	5,580		3 in.	5,500	1,350	7,100				
TENNESSEE SCENTED RED CEDAR				4 in.	100			QUARTERED WHITE OAK							
1 in.	1 & 2	No. 1 Com.	No. 2 Com.	SOUND WORMY WHITE OAK											
1 1/4 in.	8,100	4,800		1 in.	1 & 2	No. 1 Com.									
1 1/2 in.	4,900			1 1/4 in.	49,700	12,500									
CHERRY				1 1/2 in.	450	600									
1 in.	1 & 2	Clear Strips	No. 1 Com.	2 in.	21,148	47,100									
1 1/4 in.	154,000	24,000	107,200	2 1/2 in.	6,500	17,400									
1 1/2 in.			600	3 in.	7,500	4,300									
2 in.	22,000		16,700	4 in.	2,700										
2 1/2 in.	8,100		18,200												
3 in.	1,700		1,500												
4 in.			800												

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ALABAMA HEWN OAK TIMBER—

HARDWOOD LOGS:—

Ash, Hickory, Poplar, Oak, Satin Walnut,
Mobile Bay Poplar, Dogwood

HARDWOOD LUMBER:—

Hewn Pitch Pine Timber, Pitch Pine Lumber

THE S. K. TAYLOR LUMBER COMPANY

Exporters

Mobile, Alabama, U.S.A.

Cables
"Taylor, Mobile"

**We offer for
Immediate delivery—**

30 M. 4/4 Beech, No. 2 C. & B.
50 M. 6/4 Beech, No. 2 C. & B.
150 M. 4/4 Maple, No. 2 C. & B.
100 M. 4/4 Birch, No. 2 C. & B.
300 M. 4/4, 8/4 & 12/4 Soft Elm.
20 M. 4/4 Oak, plain, No. 2 & B.

Prices are very attractive

Pedwell Hardwood Lumber Co.

79 Spadina Ave.

TORONTO

A Choice Block of PINE

1 x 6	100,000 Ft B.M.	1 x 10	80,000 Ft. B.M.
1 x 7	160,000	1 x 12	20,000
1 x 8	250,000	2 x 4	15,000
1 x 9	160,000	2 x 8	25,000

48 in. No. 1 Pine Lath, 2,500,000.

48 in. No. 1 Spruce Lath, 640,000.

48 in. No. 3 Lath, 1,750,000.

32 in. No. 1 Pine and Spruce Lath, 1,300,000.

1918 Sawing.

All in our Yards at Nicholson, Ontario.

Prices on the entire block or a portion given on application.

Immediate shipment can be made

First class facilities for dressing in carload lots
after April 15th

Austin & Nicholson

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Lumber, Railway Ties Shims, Shingles, etc.

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requirements

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PRICES
TODAY

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Kiln Dried White Oak Flooring in same
car with Yellow Pine

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MANUFACTURERS

General Offices: EAST ST. LOUIS, ILL.

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is always busy—growing many things—
among which are those magnificent trees
destined to be made into magnificent
lumber by modern scientific up-to-date
saw mills cutting:

Long Leaf Yellow Pine
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Ash, Oak, Elm, Gum
Tupelo, Cottonwood, etc.
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For a quarter of a century we have manufactured lumber that has maintained a reputation for uniform high quality. For an equal period a constantly increasing number of consumers have purchased our products and, in many cases, did not know who made them. Now all our lumber and timbers bear this trade-mark—

Long-Bell

THE MARK ON QUALITY LUMBER

Because of our capacity and ability for service, our modern equipment, our care in grading and efficient supervision of each process of manufacture, we believe it should be possible for retail lumber dealers to take advantage of the quality of our products. Therefore, all "Long-Bell" lumber and timbers are branded with the above trade-mark.

Our large national advertising campaign, referring the reader to the dealer, will make bigger, better business for dealers who sell "Long-Bell" brand lumber products.

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R. A. LONG BLDG.

KANSAS CITY, MO.

Manufacturer of Southern Pine, hardwood, oak flooring; creosoted posts, poles, and woods blocks.



SIMONDS

SAW STEEL PRODUCTS

In The Small Saw Mill

Here, as well as in the large mill, the economical superiority of Simonds Saws is easily demonstrated. They hold their cutting edge; they saw true; they make high grading lumber. These things mean profit to any millman. Write us about the saws you want.

Simonds Canada Saw Co. Ltd.

"The Saw Makers"

Montreal, Que.

Vancouver, B.C. St. John, N.B.

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If that is your problem, remember that it is our business, too. We do a tremendous lumber camp trade and are fully acquainted with the food requirements of logging camps. We shall be glad to quote you on any lines you need this year, and will submit special quotations if you will drop us a card. We can supply you with all that's best in provisions and fresh meats, and give you a service you will appreciate.

**WRITE OR WIRE US AT OUR
EXPENSE—TODAY**

**LONG CLEAR BACON
BARRELED PORK
SAUSAGE
DAVIES PURE LARD
"PEERLESS" SHORTENING
MINCEMEAT, ETC.**

THE WILLIAM DAVIES COMPANY LIMITED

MONTREAL

TORONTO

WINNIPEG

Canada Lumberman and Wood-Worker

Issued on the 1st and 15th of every month by

HUGH C. MACLEAN, LIMITED, Publishers

HUGH C. MacLEAN, Winnipeg, President.

THOS. S. YOUNG, Toronto, General Manager.

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"The Canada Lumberman and Woodworker" is published in the interest of, and reaches regularly, persons engaged in the lumber, woodworking and allied industries in every part of Canada. It aims at giving full and timely information on all subjects touching these interests, and invites free discussion by its readers.

Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

Authorized by the Postmaster-General for Canada, for transmission as second-class matter.

Entered as second-class matter July 18th, 1914, at the Postoffice at Buffalo, N.Y., under the Act of Congress of March 3, 1879.

Vol. 39

Toronto, March 1, 1919

No. 5

Canada and the Export Timber Trade

Patience is an admirable virtue, tolerance is at all times desirable, and candour is to be commended. In what proportion this trinity of qualities should be exercised at the present juncture with respect to the export timber trade of Canada it is rather difficult to speak. In manhood, youth typifies action and aggressiveness, and old age wisdom and conservatism. The East is often regarded by the breezy Westerner as worn and effete, tardy of action and hesitating in enterprise. On the other hand, the East not infrequently interprets Western movement as too unstable and illogical, partaking too much of the imaginative and not enough of the substantial.

In the time of any great crisis or in meeting an abnormal situation the safest course to pursue is perhaps the middle one. The errors of rashness on the one hand and fear on the other are thus minimized. Precipitancy has as many pitfalls as indifference and indecision. It has been charged by those who look on and believe they see both sides of the game that, in the matter of getting after the export timber trade and catering to the structural requirements of devastated Europe, the East is in a sort of trance, while the West is unduly insistent. How far do these observations apply in view of the unsettled conditions at present and can the present state of affairs be properly gauged?

Great bodies move slowly and lesser ones perhaps too fast. The West has sent an urgent message to the administration at Ottawa to the effect that unless export orders can be secured from abroad within the next few weeks and ocean tonnage arranged for there is danger of the Pacific Coast mills having to close down owing to stagnant business. The Federal Government is charged with lack of push and aggressiveness in securing foreign contracts for wood products. The Eastern lumbermen, on the other hand, have not been idling away time. In November last an important meeting of the Canadian Lumbermen's Association was held in Montreal and the questions of ocean space and ocean freight rates were given consideration and a memorial presented to the Dominion Government for the restoration of conditions in the export of lumber on the basis of pre-war conditions.

A cable was sent to London asking if the British Timber Controller would permit importation from Canada, and a reply was received enquiring what quantities could be supplied per annum for export to Europe, the amount that could be shipped, etc. To this a comprehensive communication was despatched furnishing an estimate of the stocks on hand, and the anticipated supply that the various provinces could furnish during the coming year. Early in January a cable came from the Premier of Canada to the Canadian Trade Commission in Ottawa, requesting certain information, and it was forwarded. Several questions were also cabled from the Capital regarding purchase, inspection, procedure of payment, shipping arrangements, if it was the intention to depart from pre-war grades, thicknesses and widths as known to the Canadian trade; if so what would be accepted, etc. It was pointed out that it was necessary to have all these details in order to advise enquirers intelligently. As it stands at present no further word has come to hand excepting that, until the British Government decide with reference to the continuance of the restrictions which have prevailed in the United Kingdom, answers to the enquiries cannot be made.

There the matter rests at present. Business is business whether in the period of reconstruction or in days of normal prosperity. Delay and uncertainty are fatal in any undertaking and the policy of watchful waiting will not gain much headway under existing circumstances unless there is definite and united move made by the federal authorities. The whole situation in regard to the export timber business may be summed up at the present time in the remark that no one seems to know "where Canada gets off at," or if anything tangible has been accomplished. Lumbermen cannot refrain from naturally enquiring what is the Federal Government and its various trade commissions doing? There are several members of the Federal Cabinet overseas and yet no orders for constructional materials have come through to Canada.

The paramount industrial issue today is one of export trade and it should be speedily and co-operatively solved. The Canadian lumbermen have done all in their power to further action and expedite negotiations and it would appear that the time had arrived when the Federal authorities and its trade bodies broke the long period of silence. They should either acknowledge that nothing has been achieved, or announce that a just proportion of the immense overseas business is coming in this direction or that some firm, effective step has been taken in regard to providing ocean transportation, reasonable freight rates and quantity orders for Canadian wood products.

Shippers Object to Giving Bonds for Freight

Manufacturers Strenuously Oppose New Order of Canadian Railway War Board— No Necessity for the Arbitrary Regulations

It would appear that the transportation companies are constantly making extra exactions in regard to freight rates, deliveries, switching arrangements, stop-off charges and other matters. In a recent issue of the "Canada Lumberman" it was pointed out that the railways proposed to double their tariff on the stop-off service and impose other obligations, an outline of which appeared in the February 1st edition of this paper.

A document was issued some time ago by the Canadian Railway Board, known as Circular No. 86, which was of a drastic and arbitrary character. Had it become operative in its original form, serious hardships would have been entailed upon shippers. This circular, known as No. 86, cancelled credit accommodations in connection with freight transportation charges by railways operating in Canada and placed them upon a strictly cash basis. The provisions were to have gone into effect on January 1st last, but owing to the strong opposition raised several of the original clauses were amended, and circular No. 97 was sent out early in February. This supercedes circular No. 86. The new order consents to the extending of credit in the matter of freight charges for a period not exceeding seven days, providing the consignor, or consignee, as the case may be, files a surety bond for the amount of the charges.

The exact wording of clauses 2 and 3, to which strong exception is taken, is as follows:

Tickets shall be sold only for cash in advance of service. Baggage charges are subject to the same rule as tickets, except C.O.D., baggage and storage charges, which must be paid in cash before delivery.

In cases where the enforcement of this rule with respect to freight will retard prompt movement or delivery of the freight or the prompt release of equipment or station facilities, carriers will be permitted to extend credit for a period of not exceeding seven days the prompt release of equipment or station facilities, carriers will be after delivery at destination if it be a collect consignment (see clause 6) provided the consignor, if it be a prepaid consignment, or the consignee, if it be collect, file a surety bond, either individual (not connected with the business for which credit is requested) or corporate surety company or bank guarantee, in an amount satisfactory to the treasurer or other properly designated officer of the carrier. The form of such bond shall be as per form attached, conditioned upon and providing for payment of all charges within seven days after forwarding or delivery of the freight. Upon receipt and acceptance of such bond, a carrier may accept and forward prepaid consignments or may deliver collect consignments in advance of payment of all charges thereon, to the amount covered by the bond. Failure to pay such charges within the time prescribed will automatically cancel such credit.

Clause 6: In computing the credit period the following will govern: (a) Prepaid shipment. Credit period shall be computed from time shipper is notified of amount due the carrier covering transportation of the shipment or shipments concerned.

(b) Collect consignment. Credit period shall be computed from time consignee is advised of charges due, or time goods are made available for delivery, whichever ever may be the later.

(c) In either instance where notice of charges due is mailed, shipper or consignee, as the case may be, shall be held to have been notified at 7 o'clock a.m. following date of mailing.

Manufacturers Urge Several Amendments

The joint committee of the Canadian Manufacturers' Association and the Toronto Board of Trade have sent the following memorandum regarding freight charges and the discontinuance of the credit arrangements to the Canadian Railway War Board in Montreal. The points raised speak for themselves as they are put clearly and convincingly.

Pursuant to the suggestion made at conference, held in Toronto on 20th December, 1918, that a joint committee of the Canadian Manufacturers' Association and the Toronto Board of Trade review the proposals contained in your Circular No. 86 of 20th November, regarding credit arrangements, and give you their views thereon, we beg to submit the following:

We find that Circular No. 97, of 3rd February, moderates to some extent the conditions of Circular No. 86, but it still contains

conditions and requirements which we consider unduly arbitrary, unfair and burdensome.

1. With regard to the introductory paragraph, providing that payment for railway services shall be on a cash basis, is it the intention to adopt similar regulations in connection therewith as are contained in United States Railroad Administration P.S. & A. Circular No. 9, to cover inbound and prepaid outbound shipments?

2. As to Section 1, providing that in all instances cash must be paid for tickets, and no tickets, and no credit allowance granted. At the present time, we understand, various charitable and religious organizations have arrangements whereby orders for transportation are given certain persons for presentation to the railways. The tickets are then issued to these parties and the cost charged to the organization. It is obvious that in many instances this plan is preferable and we cannot learn that the railways in any instance have lost money through this practice; in any event should not credit be extended such organizations in the same manner as credit for freight charges?

3. Section 2, it is true, extends the credit period to seven (7) days, and, in that respect, is a decided improvement on Circular No. 86, but it still contains the provision that "Failure to pay such charges within the time prescribed will automatically cancel such credit."

No Allowance Made for Contingencies

In our opinion this is extremely arbitrary as no allowance whatever is made for contingencies of any kind, as, for instance, where failure to pay within the time would result from negligence or failure beyond the control of shipper or consignees. This clause should be eliminated or amended within reasonable limits.

The surety feature of this section is also objectionable, inasmuch as it omits the acceptance of the guarantee of a responsible shipping or receiving concern as sufficient security. The written guarantee of a reputable firm should be ample protection to any carrier. In this connection we would draw attention to Supplement 3 of Circular No. 86, allowing acceptance of a guarantee from responsible concerns in lieu of any bond.

We observe that reference is made to "bank guarantee." We are informed that the Canadian Bankers' Association has definitely taken the position that they cannot undertake the giving of such guarantees.

4. Section 9. Instead of the words "is not apparent" in the second line of the third paragraph, we believe the words "cannot be substantiated by" should be substituted.

5. Section 10. The present practice permits the carrier to accept a written statement from a responsible firm that they will indemnify the railway against loss on account of delivering property without surrender of order bill-of-lading. We submit that this should be all that is necessary from any reputable firm.

Some Snags in the Pathway

In regard to this feature we would point out that import traffic from certain countries moves via other routes than the documents. In other words, the bill-of-lading is negotiated through London and frequently does not arrive for some thirty or sixty days after the arrival of the shipment. Certainly reputable concerns should not be penalized for this condition which cannot be prevented.

6. Section 11. Our members strongly object to this section as unjust in its treatment of any reputable or financially responsible concern, and should be eliminated. Not even the U.S.R.A. imposes any such unfair treatment on its patrons.

7. Section 12. This section implies that the necessary surety shall also be required in connection with freight handled by authorized railway cartage agents. We are informed by the representatives of the railway cartage companies that they will continue their present methods of granting credit. The circular is in conflict with the intent of these companies. Unfortunately, however, many shippers and receivers are preparing to furnish bonds for this service. We think that before issuing such instructions a definite un-

derstanding should have been arrived at with the cartage companies without which this section should not have been incorporated.

8. In conclusion, we consider that the extension of credit by a carrier to a shipper or consignee for payment of transportation charges, or for any other purpose, is a matter that should properly be conducted by and between the parties directly interested and not by any rigid code of rules arbitrarily imposed and more arbitrarily carried out.

Inflexible Set of Rules Won't Work

We submit that credit cannot be conducted on any inflexible set of regulations without working a hardship on the party to whom accommodation is extended and without incurring confusion, friction and annoyance between the parties interested, and we assume this is not the desire of the Canadian railways.

The handling of credits by hard and fast rules in the United

States has resulted in endless confusion and controversy between carriers and the shipping public. You may be familiar with the working of the United States arrangements from the carriers' viewpoint but we can assure you that from the standpoint of the public the arrangement is far from being satisfactory, and we submit that any credit system, to be satisfactory, must be fair and acceptable to both parties.

While the committee is quite willing to co-operate with the carriers in establishing reasonable rules for the handling of credits, it cannot subscribe to clauses 2, 9, 10 and 11, as shown in Circular No. 97. for the reasons herein outlined.

We again affirm that the question of granting credit is one for action as between the individual carrier and its customer, and, failing to see the necessity for the promulgation of this circular with its objectionable features, we would earnestly urge, on behalf of our members, that it be withdrawn or postponed pending a further discussion of the points at issue.

Retail Lumber Merchants Are Up and Doing ***Encouraging Reports Show Progress All Along the Line—Important Matters on Which Prompt Aggressive Action is Taken***

The report of the Committee on Legislation and Transportation, of which E. M. Barrett of Ottawa, is chairman, presented at the annual convention of the Ontario Retail Lumber Dealers' Association, held in Toronto on Tuesday, February 11th, showed that much effective work was carried out during the past year.

The first matter touched upon was the Mechanics' Lien Act, and in regard to legislation on this important measure and the urgent need of radical amendments to the present act, the report said:

We had hoped that the committee appointed would have been able to decide upon some definite line of action, but it appears to be doubtful whether anything can be done in this respect by the committee, in fact by any single association. Recommendations have been made by some members that we should endeavor to have the whole act redrafted while others are of the opinion that it would be advisable to ask the Legislature to pass certain amendments. On the other hand there are many of our members who feel that the whole problem is too large an undertaking for us, and that the only manner in which it can be handled is through some good legal firm, who can devote considerable time to drafting a new act covering the amendments we desire, and submit it to Parliament without our identity being known. This would cost a considerable sum of money. We feel, therefore, that the question should be made the subject of discussion by the general Association so that they may give their committee detailed instructions as to their desire, if any steps are to be taken in the direction of amending the act or drawing up a new one. We understand that an appointment has been made with the Premier and the Attorney-General of Ontario for a deputation from our Association to call upon them in order to lay before them our desires in connection with the Mechanics' Lien Act and the Business Assessment Act. This has been done in order that, if it is the desire of the Association to adopt a definite line of action, no time may be lost in making our representations to the Government, so that they may come up for consideration at the present session of the Legislature.

The Ontario Assessment Act

The Ontario Assessment Act has come in for much adverse criticism on the part of our members and it has been proposed that we should send a deputation to the Government to lay before them the undue burden which the act places upon retail lumber dealers as compared with other merchants. Arrangements have been made for a deputation for this purpose. We suggest that the president appoint a committee in connection with this matter and in connection with the Mechanics' Lien Act, if it is the desire of the Association to interview the Government on this question also, such committee to prepare the facts and arguments which we wish to present. This matter should be attended to at once, so that both matters may be presented in the most forcible manner possible.

The Jacobs Bankruptcy Act

We consider that this legislation should come under the observation of our Legislative Representative, so that he may see that our interests are protected as far as possible when it comes before Parliament for adoption. In the meantime your committee will endeavor to obtain further information for him.

The Workmen's Compensation Act and Its Audit

We believe that there should be a reclassification of the rates covering the lumber business, with a view to separating the factory and mill yards and teamsters' departments, and a new schedule of rates drawn up reducing the assessments in proportion to the different risks, as compared with other industries and trades, and that the system of capitalization deferred should be discontinued.

We feel that the books of the Workmen's Compensation Board should be subject to audit, and that a yearly statement should be issued for the information and benefit of all contributors under the Act. We feel that there is an injustice in the application of the Act in regard to the medical attendance given to the injured, inasmuch as the Act leaves it open for the medical attendant to prolong unnecessarily the period of disability of the beneficiary. In order to overcome this we would suggest that each contributor, or group of contributors, be permitted to retain in his or their interests, a physician, surgeon, or officer who would have authority to examine the injured, while under the benefits of the Act; the expenses of this physician surgeon or officer to be paid by the Board. Failure by the injured to permit such examination would invalidate any claim he might have for benefits arising out of the Act.

The Factory Act Requirements.

In view of the fact that it is necessary to report all accidents under the Workmen's Compensation Act, steps should be taken to make it unnecessary to report these accidents a second time as required under the Factory Act. We see no reason why this duplication in reporting should not be abolished and the Compensation Board be requested to furnish this information to the Department handling the Factory Act as required.

The Government Housing Scheme.

From information which we have before us, we are of the opinion that the Act does not provide sufficient funds to make it practicable under present conditions. We would recommend that our secretary be instructed to obtain complete information concerning the application of the Act so that our members may be in a position to discuss it intelligently, particularly from the point of view of the practical building supply man.

In regard to the Bell Telephone Company's rate increase, arguments should be prepared opposing this application strenuously.

Early Closing of Freight Sheds

We consider that the secretary of the association should have taken this question up with the different members of the association, and if it was found that it was not in the best interests of the trade to close the freight sheds at five o'clock the companies should have been so advised. So far as the members of the Eastern Division of our Association are concerned, they object to the closing of freight sheds before six o'clock.

Discontinuance of Credits by Railroads

We do not think that the proposed change will work out to the general satisfaction either of the railroads, the shipper or the general public. In fact, it appears to be impracticable and likely to work

considerable inconvenience, especially to the lumber trade. It will hamper the release of cars because shippers and receivers of freight must necessarily check all rates before they are paid over the counter. Furthermore, railroads having been looked upon more or less as public utilities should not expect to transact general business without some indulgence being granted, at least, to well established business concerns, and in view of the many complexities in the railroad business, we feel that any change along the lines suggested by them will necessarily result in a complete revolution in our transportation departments.

We, therefore, request that a strong representation of our Association wait upon the companies, and, if necessary, also upon the Board of Railway Commissioners and request that lumber firms be not included in this proposed change of policy.

Use and Abuse of Private Sidings

There are many reasons why we should discuss this matter, as there are, no doubt, many cases where cars have been placed on private sidings, of which the consignee has received no advance notice. Consequently there is often delay in taking delivery, but the per diem charges commence from the time the car is placed, regardless of proper notice having been neglected. Cars are not always properly "spotted" for unloading, etc.

The matter of repairs to private sidings should receive our attention with a view to having the companies assume this obligation. Instances are known in which the companies, during periods of congestion, use private sidings for the storage of cars, for which we

believe the owners should receive some consideration when demurrage charges are levied.

Increased Railroad Rates War Measure Act

In connection with this matter we were given to understand that the increases in rates were granted only as a War Measure Act. This being the case, our secretary should at once communicate with the chairman of the Board of Railway Commissioners and request information as to when these increases are to be taken off, now that the war is over. This also applies to the increased demurrage rates which were imposed as a War Measure Act.

The Per Diem Charges on Cars

This is an ever perplexing problem, and it is difficult for the consignee to believe that it is, as a rule, justly applied. There are many reasons for complaint. As an instance, cars are sometimes delayed in transit perhaps five or ten days, causing considerable financial loss to the consignee, and there is nothing which provides for the censuring of the company for delays to cars at terminal points, but it would appear that the moment the car reaches its destination the consignee is charged with the duty of releasing the car promptly, in order to make up for the time lost through the company's handling, or is under the penalty of the per-diem charge. We are of the opinion that there should be some ruling whereby a car delayed in transit should be exempt from the per-diem charge to the same extent as this delay. This question should be taken up with the Board of Railway Commissioners with a view to effecting quicker despatch en route, or penalizing the company for such delay.

THE ACTIVITIES OF THE INSURANCE COMMITTEE

A most complete and instructive report was presented by the Insurance Committee, of which Walter C. Laidlaw, of Toronto, is the chairman. The report follows:

Your Insurance Committee has to do with two classes of insurance—(1) Fire Insurance, (2) Workmen's Compensation Insurance.

There is one urgent recommendation which your committee submits to the members and which applies equally to both classes of insurance. Reference was made to this in the report submitted to the September meeting. The point is briefly expressed in the two words "Safety First."

Our annual waste in Canada, both in fire loss and in accident loss, is higher than the loss ratios of European countries. Our fire loss per capita is nearly five times what it was in Europe, and our average insurance rate is nearly five times what it was in Europe, and our average insurance rate is nearly five times the European rate. It is evident on the face of it that in this new country of ours we have not yet adopted those safeguards to property and life which the older civilizations have acquired. In the United States an extensive educational campaign is being carried on in these lines. In Canada propaganda work on the same lines has recently been taken up by the authorities and deserves the support of each individual citizen.

When we consider that the premiums we pay are really a tax to cover losses, it is plain that if we can reduce losses by accident and by fire we will be able to reduce our premiums. It is therefore to the direct profit of each one of us that everything possible be done that will minimize the loss of this character. The first step is for each of us to realize for himself the serious nature of the loss and the fact that a large part of it is preventable. The next step is for each of us to impress on our neighbors and those in our employ the situation as it exists in Canada and to keep continually hammering at it until we Canadians are educated to a higher standard of accident prevention and fire protection. We can set an example in this by installing safety first devices, installing fire protection apparatus, posting notices calling attention to dangerous practices and by keeping our premises clean and tidy and by eliminating exposures which may lead to accident or fire.

This is a subject of vital importance to us, not only as lumbermen, but as Canadian citizens.

Fire Insurance Matters Reviewed

The report of the "Ontario Insurance Commission" has not yet been issued. Hon. Justice C. A. Masten as commissioner sat for over a year hearing evidence, and his report should be of interest. There have been no developments during the past few months in rates. Our fire loss has continued heavy and our rates have remained as they were. Between 70 and 80 per cent. of Canada's annual fire loss is due to fires in manufacturing plants and business establishments.

During the first ten months of 1918 the property destroyed by fire was 45 degrees greater than during the same period of 1917,

and 70 per cent. greater than in 1914. During these ten months there were 16,000 fires with an aggregate loss of \$28,000,000, whereas the losses for the whole twelve months of 1917 were \$28,000,000. In addition to this direct loss, by fire, the country suffers a heavy indirect loss whenever a fire occurs, so that the actual loss to the country is very much greater than the figures indicate.

Workmen's Compensation Insurance

The Ontario Workmen's Compensation Board report that the accident record of the lumber group during the last two years has been bad and has been getting worse instead of better. As a consequence, the rates we have to pay have continued to advance. A very large proportion of these accidents are due to carelessness and negligence, and could have been prevented.

Retail lumber yards and planing mills come under Class 4 and our rates have been increasing as follows:

The Assessments of the Board

Year	Assessed rate lumber yard and planing mill	Adjusted rate lumber yard and planing mill	Assessed rate factory	Adjusted rate factory
1915	1.50	1.50	1.50	1.50
1916	1.30	1.80	1.50	1.80
1917	1.80	1.80	1.80	1.80
1918	2.00		2.00	

The Workmen's Compensation Board has made a special rate of \$1.40 for lumber yards without planing mills on 1918 pay roll effective only on application by the employer. We call this to the attention of our members who are entitled to the benefit of this special rate.

All yards which have a planing mill attached pay the \$2.00 rate. This is obviously unfair to the retail lumber yard, which has only a small planing mill. It means that the employer in this case must pay the same rate as the planing mill or woodworking establishment which may have no lumber yard to speak of and where the risk is very much greater. We have applied to the Chairman of the Board for a ruling on this matter and he has reaffirmed the above decision. It is proposed that a deputation should wait on Chairman Price and urge him to reconsider the matter.

Your interest and co-operation is asked in connection with the Woodworkers' Accident Prevention Association of which you are a member. The expenses of the Association are paid out of your premiums to the Workmen's Compensation Board. The Association has a secretary and a staff of inspectors for examining the physical hazard of the various plants in our group and recommending safety devices where they seem advisable. This is your own association and these inspectors are under your own control. It is a co-operative movement among ourselves to endeavor to improve the standard of our plants and to eliminate the risk of accidents as much as possible. This appeals to all of us both from a humanitarian point of view and from the point of view of dollars and cents. If any of

our woodworking group is careless and causing loss of life or accident by his neglect, it is the desire of each one of us that the inspector should follow him up closely and insist on him furnishing the protection necessary to his workmen.

Co-operation in the Safety Movement

The "Safety First" campaign, however, does not stop with the furnishing of guards of safety devices. In fact, that is only the beginning of it. It depends almost entirely on the co-operation of our foreman and of our workman in using care for their own sakes as well as for ours. This can only be accomplished by a continual campaign of education among them. Your committee urges each member of this Association to take steps to actively enlist the interest of his men on these lines. It is suggested that a meeting of the workmen should be called and the matter of "Safety First" discussed with them and by them. In large plants the men have elected their own committees, who make this phase of the work their special care and make recommendations which will eliminate the risk of accident and also deal with the careless man who may cause injury to himself or to his fellow employee. The inspector of the Woodworkers' Accident Prevention Association would be glad to co-operate and assist in this work.

Your Executive Committee, at their meeting on March 26th, 1918, passed the following resolution:

That the Ontario Retail Lumber Association urge the Ontario Workmen's Compensation Board to adopt the following principles:

(1) That all assessments should be based on the so-called Current Cost plan; that is to say, deferred claims shall not be capitalized.

(2) That all doctors, nurses, etc., should be under the jurisdiction of the employer instead of under the Board, provided that such medical care and hospital accommodation is adequate and satisfactory to the Board.

We are pleased to state that the Board in 1918 adopted the Merit Rating system, whereby the employer who has a number of accidents pays a higher rate and the employer who has few or no accidents, gets a rebate.

A number of our members have complained of cases where injured employees received more compensation than they were fairly entitled to. The doctors' bills, in some cases, are excessive. Perhaps the family doctor is using the Board to work out his bills and connives with the man in laying up longer than necessary. Each specific case should be reported with full details to the Board.

The Amendments That are Proposed

As the Act stands, we have very little say in its operation and are given only such information as the Board sees fit to give. It is proposed to take steps to secure amendments to the Workmen's Compensation Act covering some of the points that are unsatisfactory.

(1) That the employer should have control over the doctor handling injured employees so as to prevent collusion and malingering.

(2) That information should be furnished showing the plants that are responsible for the accidents that occur and the amounts paid out for accidents in each plant as compared to the amount of assessment paid in.

(3) Recognition of the rights of each Safety Association to represent its group before the Board on matters of common interest.

(4) Provision for having the accounts of the different groups audited by auditors appointed by ourselves, and securing detailed statements of the money received and paid out.

(5) Provision for an adequate Appeal Tribunal on questions of law arising in connection with the Act.

THE SECRETARY OUTLINES THE WORK OF THE YEAR

H. Boulton, secretary-treasurer of the Ontario Retail Lumber Dealers' Association, in the course of his summing up of the first year's operations, said:

Looking back over the twelve months which have elapsed since this Association made its appearance, there has been so much to do and the work has been so interesting that it seems almost like yesterday that a number of those who are with us here to-day held a meeting for the purpose of mapping out the work of launching this Association. While there was no lack of enthusiasm on the part of those who attended that meeting, their numbers were small and they all realized that they had tackled a very large job. The present healthy state of the association's affairs is due to their hard work and enthusiasm. Nothing else could have put us where we are to-day. If we can count upon enthusiasm of the same kind on the part of all who have come to this meeting, there is no foretelling the extent of the progress we will have made by the time we hold another meeting. This brings to mind a remark made a few days ago by a prominent Toronto lumber man when he heard that the Ontario Retail Lumber Dealers' Association had arranged to hold its annual meeting at the King Edward Hotel. A few months ago, he said, they had been content to hold their meeting in the Assembly Room of the Board of Trade, but the benefits of co-operation had been so great that now they were content with nothing short of the best that Toronto could offer. There is something more than a jest in this. There is nothing too good for the Retail Lumber Dealers of Ontario if they will work together for the good of the trade and live up to the high ideals upon which every successful trade association must be founded. Co-operation among retailers will inevitably lead to co-operation between retailers and wholesalers. The ideals for which we are working are the same as those for which the wholesalers are working in their association, and there is not a single item of progress that can be made by either association without reflecting to the advantage of the other. Therefore, it is important that as an association of retail lumbermen we should not limit our vision by the boundaries of the retail trade alone, but should consider every problem with which we have to deal, from the point of view of its influence upon the whole trade as well as its particular influence upon the Association or upon the individual. These thoughts are prompted by events which have taken place in connection with lumber trade association work in Ontario since September last, and which contain promise of far-reaching results at an early date. Reference to these will be made later in this report.

Generally speaking, the work of our association, since September last has been following along lines similar to those which were reported at the September meeting. For the benefit of those who

were not present at that meeting it may be said that one of the interesting lines of work we have been carrying on is that of dealing with complaints made by members of the association in regard to the failure of some wholesalers or manufacturers to carry out their contracts for the shipment of stock. Some of these contracts, when placed in our hands were as much as two years old, yet in practically every case the representations made by our association have resulted in the stock being shipped, or the wholesaler or manufacturer sending a cheque to the retailer in settlement of the loss which the retailer could be justly considered to have suffered.

It is important in connection with these matters that members should make use of the services of the Association for securing shipments to which they are justly entitled, and it is equally important that they should refrain from urging claims of this nature without satisfying themselves that they are entitled to press them. It will do the Association grave injury if it exerts its powerful influence for bringing pressure upon the wholesaler or manufacturer, for the performance of a contract in connection with which the retailer has not a reasonable claim. Mention of this is not made as the result of any such claims having been made, but as a result of representations that have been made to us occasionally by some wholesalers who are of a suspicious turn of mind and who suggest that there are retailers who would not be above using their association for such purposes. For the sake of the good name of our association, as well as its success, we must build up a reputation for square dealing which cannot be questioned, at the same time showing to the world that we intend to insist upon receiving just as good treatment as we give. This is the ground work of success for our association which must be maintained at all costs.

The Obligation in Carrying Out Contracts

Growing out of this there is the reverse side of the picture, representing our duty in connection with contracts which we have entered into for the purchase of stock. It has been reported to us by several wholesalers that some retail dealers in the past have been too much given to the practice of cancelling orders on a falling market. If we expect the wholesalers and manufacturers to live up to their contracts, it is up to us to do likewise, for we cannot blow both hot and cold at the same time. It is important that we should think of these things at present, for our association is in its formative stage and what we do to-day will determine the nature of much that we do in the future. At our September meeting we passed a resolution upon this subject. Possibly, if you look into it closely, however, you will feel that this resolution might have been made stronger. It recited the importance to the retailer of living up to

his contracts, and concluded by urging members to buy their stocks from wholesalers and manufacturers who showed a spirit of co-operation with our association in its efforts for square dealing between ourselves, manufacturers, wholesalers and customers. Does this go far enough? Should we not, after expressing our convictions on this matter, show the courage of these convictions and pass a resolution definitely pledging ourselves to live up to our contracts, and to ask for the resignation of any members who fail to do so? This has been done by one of the strongest Retail Lumber Dealers' Associations in the United States and has greatly strengthened their prestige.

The Question of Trade Ethics

This leads to the consideration of another matter which has been referred to in the president's address, namely, the question of trade ethics as relating to the proper field of trade for the wholesaler and the retailer. Early in 1918 one of our members wrote to the Wholesale Lumber Dealers' Association, reporting the sale by a wholesaler of a large quantity of material to an industrial corporation for the erection of its plant. The retailer felt that the sale should have been made by a retailer and asked the wholesalers to consider the subject and endeavor to lay down a principle for the guidance of wholesalers in future when considering enquiries of a similar type. Unfortunately this letter reached the wholesale association just as it was about to adjourn its regular monthly meetings for the summer months. At a meeting in the fall, however, the subject came up again and in the meantime other cases of a similar nature had developed. The directors of the Wholesale Association laid the matter before the general association at its December meeting and a resolution was passed referring it to the Committee on Trade Relations, with instructions to consider the matter and be prepared to meet with a similar committee to be appointed by the Ontario Retail Lumber Dealers' Association, to discuss the subject and endeavor to reach a mutually satisfactory conclusion. This is a most important matter and one which our association should consider thoroughly: The appointment of such a committee would have to be made during the present meeting and the members appointed should be fully advised of the views of this association, so that they may present them effectively at the joint meetings.

The Adoption of Standard Plans

At our general meeting, on September 3rd, last, the following resolution on this subject was carried:

That this Association recommend the appointment of a committee to consider the advisability of getting out a set of plans, in book form, showing standard barns, outbuildings and garages, the same to be furnished to our members at cost.

This resolution was referred to the president and the secretary, with instructions to appoint a plan book committee. This matter was submitted to the president, and, on his instructions, the secretary wrote to the secretaries of the local districts, asking them at as early a date as possible to appoint local plan book committees and to take this matter up. The suggestion was made also that these committees should make such recommendations as they considered useful and be prepared to attend a general meeting of the plan book committees from the various districts, or to send a representative to such a meeting to be called at a later date. While some progress has been made in connection with this matter it has not been advanced to the stage of holding a general plan book committee meeting. The Eastern district, with its usual enthusiasm and thoroughness took the matter up at once and has forwarded to the secretary a comprehensive set of plans as required by the resolution. The other districts have not responded, although our youngest branch association, which was formed at Orangeville, on December 4th, took the matter in its own hands at the organization meeting and has already secured a barn plan service, regarding which Mr. J. B. MacKenzie of Georgetown will be able to give you information. The importance of this matter is sufficient to justify the appointment of a standing plan book committee with instructions to send representatives to a general meeting and carry out the publication of the book. If this committee considered it advisable it is more than probable that the publication of the book could be done without cost to the association and possibly be made a source of revenue, by providing for its carrying advertising matter.

Uniform Standard Sizes of Millwork

At the September meeting a resolution was passed referring to the desirability of uniform standard sizes of millwork and recommending the local associations to consider the matter with a view to the possibility of evolving a schedule for the whole province. The Toronto dealers are the only ones who have taken this matter up and carried it through to the point of adopting a schedule. Their standards have been published and copies were sent to each of the

local secretaries with a request that they be laid before the local associations and a report made to the general association. The local associations have not as yet submitted any reports. A discussion of the Toronto standards, at this meeting, might open the way to the adoption of a schedule for the Province.

Survey of Retail Lumber Yard Costs

One of the matters which your secretary had to deal with last year was the survey of retail lumber yard costs. A schedule was prepared showing the various headings under which these costs should be figured with a request to fill in the amounts and return it to the Secretary who was to prepare an analysis of the results and submit it to the association in such a form as to furnish the essential comparative information but not to disclose the names of the firms reporting. It is to be regretted that in spite of several repeated requests for this information the replies were not in sufficient number to permit a really valuable analysis. That this is one of the matters in connection with which our association ought to be able to devise a means of serving its members is beyond question. To illustrate this, it need only be mentioned that the forty reports received showed that the cost of doing business was variously estimated by the members reporting at from 18 to 45.18 per cent. of the total sales. If we are to make any progress in connection with this subject it will be necessary for the association to discuss it fully and adopt a more workable plan. It may be that in the cost survey which has been adopted by the National Retail Dealers Association of the United States, you will find something adaptable to your own conditions which can be used by our association and enable us to reach the results we are aiming at more readily.

There remain two subjects for consideration in this report, membership and finance. In both respects we have done well, but in both respects also we can undoubtedly do far better still. It should not be difficult for us during the present year to add a hundred or more members to the list. There are about 329 good prospects for membership whom we did not secure in 1918 and our association has a good record of accomplishments which will make it easier to interest new members than it was a year ago when the dealers had to take our promises on faith. No member of the association should feel satisfied with what he has done for it until he has reached the limit of his possibilities in connection with securing new members. It is in your own interest particularly that you should enlist as members all those who are engaged in the retail lumber business in your district and as far out into the surrounding country as possible.

The Financial Showing is Satisfactory

In the matter of finance, the events of the year 1918 are encouraging. We started the year in the dark, feeling however, that the importance of the work we hoped to do, justified confidence. Our financial report to-day shows that we finished the year with a small amount of money in the bank after paying our running expenses for 1918 and liquidating accounts for correspondence and other work carried out during 1917 before the Association was definitely organized. Moreover, we were under a heavy expense in 1918 for furnishing the Lumbermen's Training Course to members who paid a membership fee of \$15 or more. This is a record of which the members may feel proud. In this connection an opportunity should be taken to express the gratitude we feel to the wholesale lumber dealers who assisted us so materially and unselfishly in securing members during 1918. One direct result of this interest on the part of the wholesalers is the addition of some thirty-five or more members to the roll, and another is the organization of a progressive local branch of the association at Orangeville in December last. It is to be hoped that during 1919 a number of similar local branches will be organized as the value of the association to the individual members can be greatly increased in this way.

With the exception of the detailed financial statement, which will be presented separately, this concludes the report of your secretary-treasurer. May I add a personal word or two before resuming my seat. I wish to leave with you some idea of the inspiration it has been to me to work for the men who compose the Ontario Retail Lumber Dealers Association. Their enthusiasm for the association, their keen appreciation of its value and the generous spirit of co-operation which they have extended to me at all times, have made my work far more of a pleasure than a task. My good fortune in having fallen into the hands of such a body of men as composed the association is a daily source of inspiration to me and I have become convinced that there is something about the retail lumber business which brings out the best there is in a man, making it a pleasure to associate with him and, above all, making him naturally a successful association member.

The report of the Membership Committee was presented by the chairman, John B. Reid, of Toronto, and was of an encouraging character.

Lumber Dealers Want Act Altered

Contend That Lumber Yards Should Not Be Assessed on the Same Basis As Planing Mills

The directors of the Ontario Retail Lumber Dealers' Association, together with a number of dealers from various points in the province who attended the annual meeting of the Association, and a large representation from the retail lumbermen of Toronto, waited upon Chairman S. Price, of the Workmen's Compensation Board on February 10 at the office of the Board in the Normal School Building, Toronto, in order to present a number of matters relating to the Act, regarding which they desired explanations, or to have changes made.

Walter C. Laidlaw, of the R. Laidlaw Lumber Company, Toronto, presented most of the points brought up on behalf of the deputation. The most important was that in regard to the assessment of lumber yards in connection with which a planing mill is operated. No matter how large or small the planing mill may be, any yard with such connection is assessed on the same basis as a planing mill, which bears an extra heavy burden. It frequently happens that a small lumber yard with one or two machines operated near by, although in reality a lumber yard and entitled to assessment as such, must pay the higher assessment of a planing mill, even though the men employed in the yard do not enter the planing mill.

Chairman Price admitted that there was an evident injustice in this, but he could not find any practical manner in which the two could be segregated. If the retail lumber dealers would suggest to him some practical method of segregation, the Board would be pleased to consider the matter.

Several dealers present suggested that the payroll would furnish a practical means of segregation, but Mr. Price did not seem to agree with them. The discussion on this point went no further, neither the Board nor the dealers being apparently able to satisfy the other party.

Control and Selection of Doctors

Mr. Laidlaw also brought up the matter of control of doctors, intimating that cases were known in which doctors encouraged injured employees in malingering.

Chairman Price replied that the Board was keenly anxious to learn of any such cases and if the facts showed that the doctor was acting in this matter, the Board would see to it that he never again would be permitted to attend any employees who would be claiming compensation from the Board. Mr. Price also reported that the Board was anxious to have the employers control the selection of the doctor as far as possible. In order to promote this end, the Board had prepared printed memorandum slips to furnish to employers. Whenever an accident occurred employers could fill out one of these slips addressed to a particular doctor of their own selection and hand it to the injured employee for presentation to the physician.

An interesting round table discussion followed, between the various dealers present and Chairman Price and some of his staff. In the course of the discussion Mr. Price submitted files from his office giving particulars in regard to last year's accidents in group 4, to which lumber yards and planing mills belong. This group is reported by the Board to have had the worst experience of any group, and for this reason its rate is very high in comparison with others. Details in connection with each of the fatal accidents during 1918 and each of the serious, but not fatal accidents during the same year, were presented by the Chairman of the Board. It developed from a careful analysis of these that practically all the fatal and serious accidents had taken place in plants other than planing mills or lumber yards, indicating very clearly that the planing mills and lumber yards were being penalized on account of the unfavorable record of other plants in the same group.

An interesting point submitted by Mr. Price was to the effect that doctors bills paid by the Board during the year amounted to about 14 per cent. of the compensation paid to employees.

Another interesting revelation was that whenever possible the Board brings action against outside companies which may be responsible for accidents occurring to employees. Mr. Price said that the Board had recovered a great deal of money by suing third parties, such for instance, as street railway companies.

After some further discussion on minor points the deputation thanked Mr. Price and retired.

Licenses To Import Pitwood In England

The British Controller of Timber Supplies is now issuing licenses for the import of pitwood from Newfoundland, Spain and Portugal, to Bristol Channel ports. Purchases may also be made in Scandinavia and Finland, and licenses will be recommended for their import in sailing ships to Northeast coast ports.

If England carries out the proposed afforestation scheme, she will be far less dependent upon outside supplies of lumber. The In-

terim Forest authority has power to spend \$500,000 on investigation. It is maintained that the United Kingdom cannot run the risk of future wars without safeguarding its supplies, and it is claimed that by afforesting 1,770,000 acres, in addition to the 3,000,000 acres already under woodland, the country could be made independent of imported timber for three years in an emergency. It is pointed out by the Forestry Sub-Committee of the Reconstruction Committee responsible for the scheme, that during the five years preceding the war the home production of timber was less than 8 per cent. of the consumption, and that during 1915 and 1916 the cost of imported timber was \$370,000,000. Against this it is only claimed for the new enterprise that at the end of forty years, after absorbing at least \$75,000,000, it might possibly be self-supporting. The new authority propose to afforest 250,000 acres in the next ten years at an estimated cost of \$17,500,000.

Amend the Mechanic's Lien Law

Ontario Retail Lumber Dealers Also Desire Changes Made in the Business Assessment Act

A large deputation of lumber dealers from various points throughout Ontario who had been in attendance at the annual meeting of the Ontario Retail Lumber Dealers Association, called upon the Prime Minister, Sir Wm. Hearst, and the Attorney General, Hon. I. B. Lucas, of Toronto, at the Parliament Buildings, Toronto, on February 12th, in order to lay before them, on behalf of the Ontario Retail Lumber Dealers' Association, several matters in regard to the Mechanic's Lien Act, the Business Assessment Act and the Ontario Factory Act, in connection with which they wished to press for amendments or changes.

John Jennings, of the legal firm of Jennings and Clute, Toronto, who was retained by the Association to present its case in connection with the Mechanic's Lien Act, addressed the Prime Minister and the Attorney-General, pointing out that the present act was a very ancient piece of legislation, and had been altered greatly both by amendments and by judicial decisions until to-day the intended purpose of the measure, namely to protect the wage earner and the material man had been greatly reduced. Instead of giving the protection intended, the Act under its present form, was encouraging the speculative builder at the expense of the wage earner and the material man.

Mr. Jennings pointed out that in many of the modern Mechanic's Lien Acts now in force in the United States, a radical departure had been made as compared with the present Ontario Act. The Ontario Act provides that so long as the owner withholds 20 per cent. of the contract price, he is protected against an action by the wage earner or the material man for the collection of accounts due to them. In the modern acts this provision has been replaced by one which places upon the owner responsibility for the full amount of the contract price, practically constituting the amount of the contract price as a sum of money in trust for the wage earner and the material man. A number of other points of less radical importance were also referred to by Mr. Jennings.

The Prime Minister and the Attorney-General listened thoughtfully to the points presented both by Mr. Jennings and by several retail lumber dealers who were present, and in the course of a reply and a discussion Sir William Hearst said that it would be possible during the present session of the Ontario Legislature to put through such an extensive piece of legislation as a new Mechanic's Lien Act, but that between the present and the next session the Government would be pleased to go into the matter very fully, at the request of the Ontario Retail Lumber Dealers' Association, with a view to the possibility of introducing a new Mechanic's Lien Act as a Government measure during the following session.

In the meantime, if Mr. Jennings, on behalf of the association, would lay before the Government a memorandum, outlining any important amendments which they would like to have passed by the Legislature during the present session, the Government would give it their most serious attention.

These assurances were received by the lumbermen with much gratification and the deputation then presented a few other matters.

The Business Assessment Act

One of these was in reference to the Business Assessment Act, it being pointed out that lumber yards in cities of 100,000 population or over are assessed on the 50 per cent. basis, whereas coal yards escaped on the 30 per cent. basis. This, the deputation considered to be an injustice. Moreover, in big and small cities alike, the lumber yards are very heavily assessed on account of the large area of land necessary for the storage of their stocks, whereas other merchants carrying on business in a small store, and having possibly a much larger turn-over, escape with much smaller assessment. The Prime Minister replied that the Government would give this matter careful consideration.

Lumbermen Who Have Seats in Parliament

The Representatives of the People Who Divide their Time and Attention Between Products of Forest and Making of Laws of Canada

The Canadian House of Commons has among its members several leading exponents of the lumber industry. While the representation in the present Parliament at Ottawa, from this great producing class of the country is possibly not as large as it was some years ago, when the public interests of many sections of the Dominion were looked after by the manufacturers and dealers in forest products, there is still a fair proportion of men engaged in this vocation who assemble annually at the Capital to mould national views and assist in making the laws of the land. They enjoy a life long acquaintance and intimate association with the vast timber assets of Canada, and have accomplished much in converting these into finished commodities, which have, in numerous ways, helped to extend Canadian enterprise, develop our national resources and contribute in no small degree to the comfort, convenience and happiness of the people, domestically, industrially and financially, for there are some sixty thousand persons who find steady employment in the saw mills, lumber yards and logging camps of this country.

A brief sketch of the public life and activities of the lumbermen legislators of the Commons or the "popular chamber," as it is frequently called when referring to our legislative system, will be read with timely interest in view of the present session, when many important after-war problems and questions will come up for discussion and decision, not a few of which will have a direct bearing and prove a determining factor during the readjustment process and the transition from a war basis to a normal peace footing.

Hon. Edgar N. Rhodes, Speaker of the House of Commons, while a barrister by profession, is closely identified with the lumber and wood working industries, being president of the Brooklyn Lumber Co., Limited, and a director of Amherst Pianos, Limited. He resides in Amherst, N. S., and was first elected a member of the Federal Parliament for the historic county of Cumberland, in 1908, being returned at each subsequent contest. He was made Deputy Speaker of the House in January, 1916, and Speaker the following year, which responsible post he fills with honor, dignity and impartiality. As one of the Canadian representatives at the Imperial Parliamentary Conference, in London, England, in 1916, he accompanied the members of that body on their visit to the munition plants, the fleet and to the front. Hon. Mr. Rhodes has always taken a deep interest in all patriotic movements and is a member of the Dominion Council of the St. John's Ambulance Association, as well as a member of the Dominion Executive, and of the Nova Scotia Executive of the Canadian Patriotic Fund. He is one of the youngest men who have ever graced the Speakership in any legislative body, being only forty two years of age. A member of the Board of Governors of Acadia University, his sympathies are broad and his activities many in local and public affairs.

Hon. W. A. Charlton comes of a noted family, long identified with lumbering interests and the public life of Canada. He is a brother to the late John Charlton, M.P., for North Norfolk, who was one of the outstanding liberals of the Dominion for a generation or more. Mr. Charlton is of English and Scotch parentage. He served for many years as a member of the Ontario Legislature and was elected to the Commons eight years ago, as the representative for Norfolk county. Hon. Mr. Charlton is a prominent Liberal and a staunch Presbyterian. He has large timber holdings and now resides in Toronto, having an office in the Canada Life Assurance Building, King Street West.

A. T. Leger, who carried on a lumber business for many years, has had an active and varied career. He represents Kent county, N. B. For nine years he was postmaster of St. Louis and was later High Sheriff for the County of Kent, which post he filled acceptably until 1908. Mr. Leger was born in Cocagné, N. B., in 1852. He has fought many political fights in the Liberal cause, and although defeated several times, he always conducted a fair minded and honorable campaign. He resides in Richibucto.

A. B. Hunt, who represents Compton, was born at Bury, P. Q. His father was a member of the Provincial Parliament in Quebec, for some time, and the son follows in his footsteps in taking an active part in public life. He has been in a number of political battles and has been successful in all but two. As an indication of the ups and

downs of political life, it may be stated that, in the general election of 1911 Mr. Hunt was defeated by 76 votes, but in 1917 he was returned by the overwhelming majority of 1,903. Mr. Hunt is a lumberman, real estate dealer and farmer, being a director of the International Land and Lumber Company, the British Canadian Industrial Company and other organizations. He has also been Mayor of Bury Township.

Wm. S. Loggie is an enterprising business man and prominently associated with several undertakings. He was a member for Northumberland County, N. B., in the local Legislature, and some fifteen years ago resigned to contest the seat for the House of Commons. He was elected in 1904 and has been returned at every subsequent appeal to the people. Mr. Loggie is president and managing director of the W. S. Loggie Company, and financially interested in the operations of this concern, who are fish packers, lobster canners and manufacturers of building brick. Previous to entering the larger arena of public life, Mr. Loggie was an alderman and later Mayor of Chatham, where he resides. Politically he is a Liberal and in religion a Presbyterian. The W. S. Loggie Co. operate lumber mills at Inkerman, Gloucester County, and at Kouchibouguac, Kent County, N. B., and have timber limits in Gloucester County.

Alexander McGregor is of Scotch extraction and is the Conservative member for Pictou, N. S., being elected in 1917. He resides in New Glasgow and is a well known lumberman, and a director of Rood and McGregor, Limited, manufacturers of lumber. He has one son, Capt. A. F. McGregor, M.D., who served overseas with the Canadian Expeditionary Forces. The representative for Pictou was born in 1864, at McLellan's Brook, and his father was a well known railway contractor, who built a section of the Dominion Government Railway in Cape Breton, and other lines in Nova Scotia. Mr. McGregor is a prominent Presbyterian and his mother was the daughter of Rev. Alexander MacGillivray, one of the pioneer ministers who came from Scotland to Pictou.

Col. Herbert J. Mackie comes of a widely known family of lumbermen, his father being the late Thos. Mackie, who sat in the House of Commons as the representative for North Renfrew for many years, and now the son is following in the wake of his worthy sire. Col. Mackie has long been interested in military matters, and formerly commanded the 42nd regiment. He served in South Africa in the R. C. F. A., participating in the operations in Cape Colony in 1899 and 1900. He holds a Queen's medal with one clasp. Born in Pembroke, in 1876, he recently celebrated his 43rd birthday. Col. Mackie in stature and build is almost the equal of his late father, and is said to be the largest man now sitting in the Federal Parliament. He is interested in a large lumbering concern in British Columbia and was elected as a Unionist in the campaign of 1917.

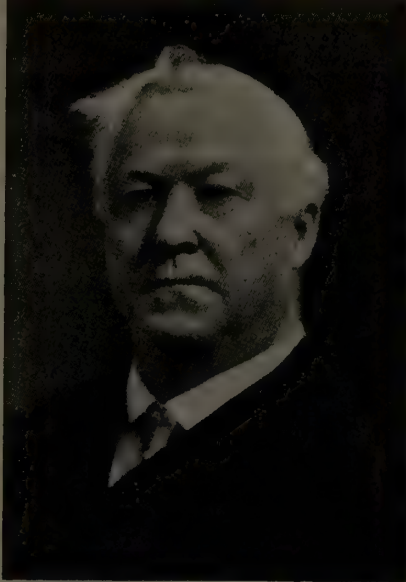
Geo. B. Nicholson, who is a member of Austin & Nicholson, pulpwood dealers and general contractors, is the alert representative for East Algoma. He resides at Chapleau, Ont., and the firm have sawmills at Nicholson. He began the railway construction business in 1884, continuing until 1901, when he established the present business in partnership with James Austin. Mr. Nicholson was born in Westmoreland, P. E. I., and lost his only son, Lieut. L. W. Nicholson, of the 4th C. N. R. Battalion, who was killed in France a few months ago. Mr. Nicholson is a Unionist and an Anglican.

Peter R. MacGibbon is the representative of Agenteuil, and was first elected to the Commons in 1917. He lives at Lachute, P. Q., and is engaged in lumbering. When a boy, Mr. MacGibbon thought that he would like to enter this business as he heard that those, who had the most wealth at that time, had been dealing in lumber or timber limits. He served for some time in the employ of the late Hon. John Hamilton and Brothers, on the River Dumoine, near Pembroke. Learning something about the business he found that the operators cut the best of a tree leaving two thirds lying to rot; in fact, all the lumbermen did so at that time. Coming home, young MacGibbon told his father that lumber would in a few years be very scarce, although it took twenty-five years longer than he had counted on. With this

Lumbermen Legislators in House of Commons



Hon. E. H. Rhodes, M.P., Speaker, House of Commons, Cumberland County, N.S.



F. N. McCrea, M.P., Sherbrooke, P.Q.



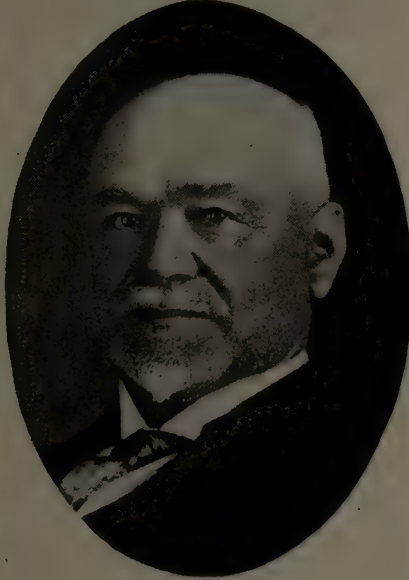
Geo. B. Nicholson, M.P., Algoma East, Ont.



Hon. W. A. Charlton, M.P., Norfolk County, Ont.



Alex. McGregor, M.P., Pictou County, N.S.



A. T. Leger, M.P., Kent County, N.B.



E. W. Tobin, M.P., Richmond-Wolfe, P.Q.



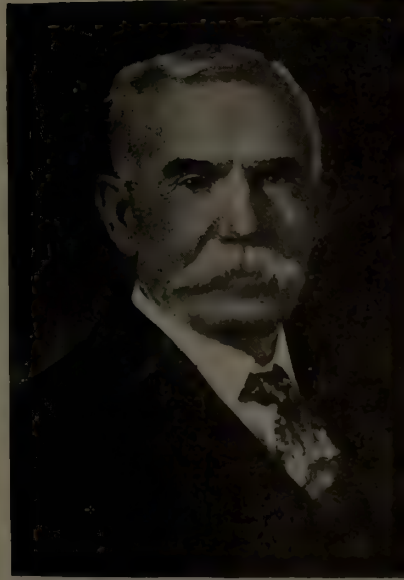
Col. H. J. Mackie, M.P., North Renfrew, Ont.



R. E. Truax, M.P., South Bruce, Ont.



A. B. Hunt, M.P., Compton County, P.Q.



P. R. MacGibbon, M.P., Argenteuil County, P.Q.



Wm. S. Loggie, M.P., Northumberland County, N.B.

in mind the subject of this reference commenced to buy lots with spruce on them, one lot or half a lot at a time, according to what money could be gathered up to pay for them. Now in partnership with his brother, Mr. MacGibbon has 25,000 acres of timber limits within sixty miles of Montreal, and his saw mill is at Lachute, Que. There spruce deals are sawn especially and, with the lowest freight rates, no difficulty is experienced each season in disposing of the output at a good figure.

Francis N. McCrea is a well known figure in Parliamentary life. Previous to serving in the larger sphere of activity he was councillor for Durham, P.Q., for four years and also Mayor, for eleven, and later was warden of Drummond county for a long period. In 1901 he moved from South Durham to Sherbrooke to reside, and was an alderman for the north ward in that city for eight years. Mr. McCrea started in the lumber business at the age of 20, and was in the employ of C. C. Church, at South Durham, and later was brought into partnership. He is to-day a leading lumberman, being president of the Sherbrooke Lumber Company, Devon Lumber Company, and the Brompton Pulp and Paper Company, vice-president of the Lotbiniere Lumber Company, and the Chaudiere Lumber Company, and a director of the Nicolet Falls Pulp and Lumber Company. In 1902 Mr. McCrea became president of the Lotbiniere and Megantic Railway. With his associates, Mr. McCrea bought 500 miles of Government timber limits and organized the Sherbrooke Lumber Company. He also took part in the organization of the Brompton Pulp and Paper Company, which acquired in 1907 the Royal Paper Company's mills at East Angus and the vast timber limits on the St. Francis River. Mr. McCrea has been a member of the House of Commons since 1911, and is a Liberal.

E. W. Tobin, who lives in Bromptonville and represents Richmond and Wolfe in parliament, is a lumber dealer and general merchant. He is president of the Lotbiniere Lumber Co., Trois Pistoles Pulp and Lumber Company, and a director of the Brompton Pulp and Paper Co., and several other industrial concerns. For the last eighteen years he has been a member of the House, and, previous to coming to Ottawa in a representative capacity, he was Mayor of Brompton Falls and Bromptonville for several years and also warden of the County of Richmond, Que.

R. E. Truax, of Walkerton, Ont., is a sawmill owner and operator, and proprietor of the Walkerton Wholesale Sash and Door Factory. He was a councillor in Walkerton for some years and was Mayor for two years after which he was a reeve for four years. In 1894, he was elected a member of the local Legislature and at the next general election he was returned by acclamation. In 1911 Mr. Truax was successful in capturing South Bruce for a seat in the House of Commons. Born in Montreal, in 1847, he was educated in Walkerton, where he has spent the greater portion of his life, and enjoys a wide measure of confidence and respect.

One Standard Inspection Rules Coming

"It is extremely gratifying to know that you are committed to a single standard of inspection, and with the sincere and earnest efforts and co-operation of all of those who are interested in this project, I feel certain that our purpose will eventually be accomplished," says B. F. Dulweber, of Greenwood, Miss., Chairman of the Inspection Rules Committee in a recent letter to Frank F. Fish, of Chicago, secretary-treasurer of the National Hardwood Lumber Association.

Mr. Dulweber concludes: "Relative to the concluding paragraph of your letter, if in making this suggestion you had in mind our submitting any definite rules or specifications on lumber, I am sorry to state that we are not prepared to do this at the present time. The basis on which we are proceeding, and as expressed in copy of resolutions sent you with my letter of January 11, is that all inspection rules must be constructed with a view of answering as closely as possible the specific use to which the lumber is to be put, thereby reducing waste to the minimum. To work this out properly, will require time and a careful study of the manufacturing conditions and problems existing in the various consuming trades. As this work is proceeded with, we will be very glad to submit for your consideration the conclusions drawn from the results of our investigations, and I sincerely hope that this will eventually result in one standard of inspection, which will minimize waste in hardwoods, and prove beneficial alike to the producer and the consumer."

Secretary Fish, in answer to the foregoing, sent the following to Chairman Dulweber, of the Inspection Rules Committee:

"I note from its contents that your committee, representing the American Hardwood Manufacturers' Association, is not prepared at this time to submit any definite rules or specifications on hardwood lumber. Such being the case it will doubtless be satisfactory to you and to those whom you represent for the National Hardwood Lum-

ber Association to hold the entire matter in abeyance until you are prepared to submit the conclusions drawn from the result of your investigation. Upon receipt from you of a summary of those conclusions I shall be pleased to submit them, in turn, to the membership of the National Hardwood Lumber Association for the consideration that they may merit."

The Inspection Rules Committee of the National Hardwood Lumber Association will meet in Chicago on Saturday, March 22. The twenty-second annual convention of the Association itself will be held in the same city on June 19 and 20 next.

Lawyer, Legislator and Lumberman



Hon. C. W. Robinson, Moncton, N.B.

Hon. Clifford William Robinson is a lawyer, a legislator, and last, but not least, a lumberman. It was largely through his hearty invitation, extended at the November session of the Executive, in Montreal, that the recent annual convention of the Canadian Lumbermen's Association was held in St. John. That the gathering was such a pronounced success may be attributed to the splendid welcome accorded the guests by the wholesale lumbermen and manufacturers of the Province of New Brunswick. Hon. Mr. Robinson was one of the speakers at the brilliant banquet held by the association; and took occasion to remind his hearers that much had been heard about the importance of St. John as a seaport city and a great thriving shipping centre. He

added, however, that there were other places on the map, and among them was Moncton, which was a thriving municipality of nearly 20,000 people and growing rapidly. Mr. Robinson never loses an opportunity to speak a word in support of his native city where he was born in 1866. Called to the New Brunswick bar in 1893 he has since practiced law. He first aspired for political honors in 1896 when he was an unsuccessful candidate for House of Commons in Westmorland. The next year, however, he was elected to the New Brunswick Legislature for this county and has been returned at each subsequent contest. Of tall, erect carriage Mr. Robinson is a commanding figure and has loomed large in administrative affairs in his province. He was Speaker of the Assembly for six years and a member of the Cabinet without portfolio and regarded as one of the shrewdest and ablest parliamentarians in the east. Not only has he rendered splendid service in provincial affairs, but he was for several years a member of the City Council of Moncton, being mayor in 1897. He was in the Municipal Council of the County of Westmoreland and was elected president of the Board of Trade for two terms. Possessing public spirit Mr. Robinson is also active in a business sense being president of the Record Foundry and Machine Company of Moncton and president of Robinson, Wright and Company, who operate extensive sawmills at Shulie, Cumberland county, N.S. The member for Moncton is a progressive business man, and met a great number of his western lumbermen friends at the recent conclave in St. John.

Responsibility of Individual Limit Holders

The Quebec Government has introduced a Bill to compel holders of licenses who cut timber on Crown lands to patrol their limits. The members of the St. Maurice, Laurentian, Southern St. Lawrence, and Ottawa Forest Protective Associations feel that, while taking measures to protect their own limits, they are in danger from fires occurring on adjoining limits which are not patrolled, and the owners of which are not members of any association. The Bill is designed to force such limit holders to take precautions. It provides that every holder of a Crown license must have his limits patrolled between the 1st of May and the 1st of November, by competent fire rangers paid and selected by him, but appointed by the Minister of Lands and Forests, and the latter may prescribe the number of fire rangers who must be employed. Such fire rangers must devote their whole time to the patrol work. The minister may, also, however, require that the limits be patrolled in the month of April.

Forestry Men Discuss Important Topics

Progressive Action on the Problems of Conservation and Forest Fire Protection at Recent Gathering in Montreal—The Proceedings Reviewed

Dr. C. D. Howe, of the Forestry Department, University of Toronto, declared that the only way to get accurate knowledge of our wood supply was by taking a forest survey. At present they did not know these resources, and the estimates were more or less guess work, and he believed were exaggerated. From his knowledge of the spruce in the St. Maurice Valley he believed that in thirty years from now they would be disappointed in expecting a large and profitable crop of spruce.

Mr. W. E. Golding, Geo. McKean & Co., St. John, N.B., asked the conference to pass a resolution in connection with fire protection on the Canadian Government Railways, so that these lines should be brought under the jurisdiction of the Railway Commissioners. The Government, he asserted, were the greatest sinners in the Dominion in the matter of forest fire protection, the work being done very carelessly.

Mr. Ellwood Wilson (Laurentide Co.), insisted upon the necessity of an accurate survey of the timber lands of the country, believing that this would show a deficiency in what was generally supposed to be the quantity of lumber available. The Government should release the aeroplanes to make a rapid reconnaissance of the timber supply; the cost would be relatively small, and the results would more than repay the outlay.

Mr. R. Kernan (Donnacona Paper Co.) stated that his experience was that there was practically no accurate knowledge of their timber supplies.

Mr. Clyde Leavitt stated that the Conservation Commission were working in conjunction with various companies with a view to secure the required information.

Mr. W. Little declared that they might rely on it that if the lumbermen said there was no lumber in a district, there was no lumber.

The First Systems of Cutting Wood

In the absence of Hon. W. R. Brown, of the Brown Corporation, Berlin, N. H., his paper on silvical systems in New England, was read by Mr. E. R. Linn, the forester of the company. This dealt in a comprehensive way with the results of experiments, over twenty years, of four systems of cutting of spruce, fir and pine, with a little cedar, hemlock and tamarack mixed in. The wood is cut to produce lumber and pulpwood, being taken in 38 ft. logs for lumber and 4-8 and 12 ft. lengths for pulp. The present method of cutting on the company's land is to follow a nine-inch stump diameter-rule for spruce and pine and cut the fir and other soft woods clean, and be exceedingly careful to protect and save all the young trees and sprout growth possible while getting out the mature timber. This leaves in a spruce type stand a sufficient number of vigorous young trees to restock the land, able alike to produce seed and elastic enough to bend before the gales, and if blown over not of sufficient content to make a large loss in the aggregate. Hard woods wherever possible are taken. Spruce stands in heavy hard woods are either cut clean or allowed to remain to such a time as a means of getting the hard wood to market can be found. Frequent modifications were made to suit local conditions based on a preliminary survey, plotting of areas, laying out of jobs, marking trees to be left if necessary, careful supervision of cutting and frequent inspection by a trained forester.

The Brown Company has drawn the following conclusions, which may be of interest to Canada, as the general principles of the cutting apply over the same region and species, although modifications are necessary.

1st. The theory of diameter limit in cutting should be based on the average age of the stand, instead of on the average size of the trees. In Quebec a study of the boundaries and years of the great fires would give a reasonably close estimate of the location of even aged stands and form a basis of a silvical cutting system applicable to each.

2nd. Mature old growth soft wood stands are commonly best handled if cut clean, occasional seed trees being left and sacrificed for the reproduction which they may bring, and even these seed trees are not always necessary to a splendid natural reproduction of young soft woods.

3rd. In uneven aged mixed stands in deep soil and well protected from the wind, thinnings can be made to advantage by selective cutting, provided the hard wood is always thinned also.

4th. In even aged soft wood stands where the soil is deep

and there is protection from wind throw, the strip or group system of cutting can be practiced successfully.

5th. Fir, balsam should be cut practically clean in any silvical system practiced, as it often proves to be unsound and matures and dies rapidly and needs no assistance in re-seeding, and if not thinned will reseed in such abundance as to check the more valuable young spruce.

6th. Most land originally suitable for soft wood, carrying a mixed soft and hard wood growth, will restock itself quickly and abundantly if the hardwoods are cut down or thinned out. The taking of hardwood is, of course, largely dependent on nearness to market and transportation, and it is not always possible to remove it. When the region is remote and soft woods reproduction is desired the girdling of hard woods should be seriously considered.

7th. Any selection or group system of cutting presupposes more or less loss from blow down and this should be carefully balanced against the opportunity to return and the cost of salvaging this every year to market. Clean cutting it therefore particularly desirable for distant and inaccessible places.

The Splendid Work Done in New Brunswick

Dr. E. A. Smith, Minister of Lands and Forests, New Brunswick, described in detail the work of survey and forest protection work in that province, and the various acts passed dealing with forests. The co-operation of the lumbermen, he added, was of great value in obtaining success under the various measures of legislation. If it was found that they were cutting more than the annual growth they would have to cry stop. He declared that he was not a popular Minister of Forests, as he had had to call a halt in several ways.

A resolution was passed in favor of the Canadian National Railways being under the control of the Board of Railway Commissioners, in connection with the protection of forests from fires, and urging that the necessary legislation be prepared and be brought before the next session of Parliament to make the same effective.

Another resolution was passed that:

"Whereas an accurate survey of all standing timber in Canada, showing the various kinds of lumber, the quality, location and accessibility, together with available means of transporting same to the nearest market, also a report of all cut-over lands which are suitable only for forest growth, with the extent and location of same, would be most valuable information, not only to lumber operators, but to the various Dominion and provincial governments, enabling them to develop to the full extent a permanent forest policy which would have the effect of conserving the great natural resources contained in Canada's forests; be it resolved that the Canadian Forestry Association urge upon the proper governmental authorities to provide adequate financial assistance, and clothe the Commission of Conservation with the necessary authority for the purpose of accomplishing the end in view; further, that the lumbermen of Canada pledge their assistance to the Commission of Conservation to this end.

The opening speech was by the Hon. Jules Allard, Minister of Crown Lands for the Province of Quebec, who reviewed the efforts of the government to protect the forests against fires, and the classification of lands so as to group together those fit only for the growing of timber. These efforts had resulted in a vast improvement, working in conjunction with the various associations.

Brigadier-Gen. J. B. White, D.S.O., in a short review of the work of the Canadian Forestry Corps in France, expressed a hope that Canada would go into tree planting in earnest. The victory of the allies was greatly facilitated by the enormous forests in France and England, which saved a tremendous amount of shipping tonnage. At one time the situation was so serious that it was urgent to produce great quantities of lumber in France. Canada was, therefore, asked in 1916 to provide forestry companies, and 56 companies were sent across. The indents provide for the producing of 210,000 tons of timber, and this was done with the exception of 5,000 tons in a short period. In addition there were 23 companies working with the French army. This was possible owing to the foresight of France in planting her great forests. General White then described the chief forests



Hon. Jules Allard,
Minister of Lands & Forests for Quebec



Brig.-General J. B. White,
Suggests Tree Planting for Returned Men



Robt. P. Kernan,
New Chairman of the Woodlands Section

in that country, and stated that in one section an estimate showed there was 11,000,000,000 feet of maritime pine, and this in a district which before was a sand desert.

The Havoc Wrought By the Huns

Speaking of the devastation by the Germans, the General stated that in central France the Hun had put in mills and shipped the lumber to Germany. In one forest eleven mills had been installed and 30,000,000 million feet taken away. The Germans simply robbed the country of everything possible.

Gen. White suggested that the returning soldiers should be employed in planting trees, and for this purpose the lumbermen and the government should get together. A wonderful work could be done not only for the country but also for the men. Every dollar spent in this way would give back many dollars. It might be necessary to bring pressure to get this measure through, but it should be done if possible.

Professor J. M. Swaine, Entomological Branch, Ottawa, referred to the injury done to balsam by the bud worm and advocated the burning of the slash as a preventative of the disease. Slash was the garbage of the forest, and just as the city garbage should be destroyed, so that of the forests should be destroyed.

Mr. Clyde Leavitt, chief forester of the Conservation Commission, read a paper prepared by Mr. Ellwood Wilson, in which the latter advocated the cutting of debris after logging or shortly after, so as to prevent fires on cut-over lands and old burns. This could be done by the logging crews, but the woods managers objected to do the work, as it would add to their expenditure, and they did not consider it their business to do more than cut and haul the logs. The work could also be done by the fire rangers in the winter, and the cost borne by the operators on the basis of acreage.

Mr. Gerard Power was of opinion that the Quebec Government should take immediate action re the destruction of balsam, which he was afraid was otherwise doomed to destruction. A small organization might be formed to deal with this question.

Disposing of Slash on Western Reserves

Mr. T. W. Dwight, assistant to the Director of Forestry, Ottawa, described the system adopted by the Forest Department, in disposing of slash on the reserves in the West. He argued that brush disposal should be made a part of the logging operations, as it was only in this way that a reasonable cost could be reached. The consensus of opinion of those who had disposed of slash under the Forest Department's direction was that brush piling was practicable and that the cost was by no means prohibitive. The cord wood operators especially claimed that they got enough extra material to pay for the cost of disposing of the brush.

A discussion followed on the question of the disposal of slash, Dr. Howe suggesting a small committee to take charge of experiments in slash disposal.

Mr. Whitmer remarked that the question should be taken up from the view of the practical lumberman.

Brigadier-General White said to make a good job would involve a large sum. For a firm taking out from 25,000,000 to 100,000,000 feet it was not possible to burn up the debris, while the question of injury to the standing timber would have to be taken into consideration. It was a big problem to burn the debris throughout the province.

Mr. Golding would like to see a practical lumberman clearing an

acre for a dollar, as was suggested. In New Brunswick they could not get a smile for a dollar. In his opinion it was not possible to clear up all the slash.

Slash is Menace to the Lumberman.

Mr. Angus McLean, of the Bathurst Lumber Co., said every practical lumberman was interested in this subject, as slash was a menace to lumbermen. Closer cutting had improved the situation. Less slash was being left to-day, and he estimated that they obtained only fifty per cent. of the slash when compared with the times during which lumber was simply taken for sawmill operation. He suggested that a number of practical lumbermen get together and agree to establish a camp in which operations to burn the slash would be carried out. They could compare costs and see what, if any, damage was done to the standing timber.

Messrs. A. MacLaurin and J. H. Addison also took part in the discussion.

The following committee was then appointed: Messrs. Angus McLean (Bathurst Lumber Co.), Whitmer; J. M. Dalton, St. Maurice Paper Co.; M. C. Small (Laurentide Co.); Gerard Power (River Ouelle Pulp & Lumber Co.), and Black (J. R. Booth).

The Importance of Aerial Photography

The opening paper at the afternoon session was by Lieut. Lewis, of the Royal Air Force, who spoke on "Aerial Photography." After describing the developments in aeroplanes, he discussed the question of the use of these machines and also of aerial photography in connection with lumbering. He believed that this photography would be of immense value in the industry. He suggested that aeroplanes should be fitted with photographic outfits for the purpose of mapping the country. The lumbermen might make arrangements with the government to have their limits photographed, merely paying rent for the machine and the cost of photography. This could be done for about \$4 per dozen photos. A small area should be surveyed, and then the area photographed in the spring and also in the summer. These photos could be taken from a known altitude in order to arrive at scale. They could then be used as standards in analyzing photos of any tract of timber land, and an accurate estimate could be made of standing timber, burnt over areas, etc. A continuous photographic map of any area could thus be obtained. Each company could have an actual photo of its own limits and so keep track of the progress of the work. Photography was not a means of dispensing with cruisers, but it would be of great assistance to them. One cruiser had said that he could do as much work in a day with an aeroplane as he could in 21 days with ten men. Good photographic records would bring home to the government the amount of work required to keep up the timber for future generations. The address was illustrated with a large number of slides showing the distinctness with which objects such as trees could be distinguished.

The chairman remarked that he knew of one instance where a company could have saved \$90,000 if an aeroplane had been used in looking over an area purchased, and which included a large burnt over area.

Utilizing Hardwoods in Pulp Industry

Mr. Gerard Power then took the chair, as president of the Woodlands Section of the Canadian Pulp & Paper Association.

Mr. Volkmar presented the report of the committee on the utiliza-

tion of hardwoods in the pulp industry, in order to relieve the drain on the softwoods timber supply. He gave the results of an experiment on a commercial scale in an ordinary mill; the yield was greater than for soft wood and less power was necessary for grinding. The felling of the hardwoods offered no difficulty and the cost would probably not be any higher than for softwoods. Skidding and hauling might be more difficult. Driving would probably have to be done on the larger streams, and Brigadier-Gen. J. B. White had made some experiments which it was thought were successful. On streams which were large enough the logs could be loaded into barges and taken down stream to the mills, probably at as reasonable cost as by driving. The committee were of opinion that a hardwood operation should be undertaken by some mill interested and accurate costs kept on each step of the work, the cost to be borne by several mills.

A very exhaustive report by the Committee on Logging Improvements was read by Mr. Ellwood Wilson. This dealt with building camps, felling, company camps, skidding, hauling, culling, driving, and sorting. It was followed by a discussion in which some points of the report were criticised, and accordingly the report was referred back to the committee.

The discussion was taken part in by Messrs. R. Kenny, Whitmer Golding and G. White, the first two taking exception to certain parts of the report referring to woods foremen. Mr. White made a number of suggestions for improvements as referring to the southern part of New Brunswick, such as the substitution of cement dams for the present driving dams, part of the expense of which should be borne by the government; more substantial camps to make them permanent; better methods of piling lumber, improved yarding, more attention to the cutting of even lengths, and charging up to the jobbers the cost of waste. He also suggested that they should develop the hardwood business, which was of such importance to New Brunswick.

The Officers of Woodland Section

The following were elected officers of the woodland section: Messrs. R. P. Kernan, Donnacona Paper Co., chairman; M. C. Small, Laurentide Co., vice-chairman; R. F. Kenny, Jas. MacLaren Co., Buckingham, P.Q.; A. J. Price, Price Brothers, Quebec, and Ellwood Wilson, Laurentide Company, members of the council.

Preferential Treatment for Canadian Timber

The Stockholm correspondent of the "Timber Trades Journal," London, Eng., in a recent letter on the Swedish market, has the following of timely interest on the production, outlook and price in Sweden and the prospects of preferential treatment of Canadian forest products by the British Government.

A large quantity of snow has fallen in Sweden during the last fortnight, and the weather, which was comparatively mild up to the middle of the present month, has become more severe. Log-getting in the woods is pursuing a normal course, and is not quite so much hampered as last winter owing to a deficiency of foodstuffs for the workmen. Fodder for horses is still scarce and dear, and from 35 to 40 kronor per diem has to be paid in Norrland for man and horse.

The raw material for sawing during 1919 and spring, 1920, will consequently be very costly, even more so than the logs now being used, expensive as the latter are. For all these concerns that are obliged to purchase a large percentage of their requirements in the open market, the future outlook is very serious, and it is already quite evident that a heavy loss will be sustained by such mills before the raw logs now being treated for can be converted and the produce turned into money.

The whole situation for the immediate future hinges on the result of the negotiations between the deputation of the Swedish Sawmill Owners and the British Timber Controller, now taking place in London. Nothing has yet transpired outside the Swedish Wood Goods Export Society at time of writing in respect to these negotiations. It is currently reported from Canada that arrangements have been come to by the Canadian shippers of sawn wood and the British Controller, through the medium of the Canadian Government, for the f.o.b. delivery of about 500,000 standards to the United Kingdom and the Continent during 1919. The British authorities are to provide ship-room for these goods. It is idle to comment on the effect of this transaction until the rumor has been corroborated from an authoritative channel. If it turns out correct, it will prove that the apprehended dearth of tonnage during 1919 will be less than anticipated.

It seems now to be tacitly acknowledged that no goods to speak of can be expected from any other part of Russia except the White Sea (and not much from there) during the coming season. That being so, it is more than likely that the Conference now sitting in Paris will, amongst other matters, demand building material for France and Belgium from the German Government. This will presumably be dependent on transport facilities, but there is more than a probability that the question has been already settled in principle.

With regard to the crucial question of what it costs the average sawmill owner to put a standard of sawn wood free on board

ship at the ports of the Lower Gulf between Gefie and Sundswall, inclusive, I have had figures put before me from an authoritative source showing that the present overhead figure demanded, namely, 410 kronor per standard, leaves nothing more than a working profit. This calculation (made on the basis of 300 cubic feet of logs, true measure, at 80 ore per cubic foot) proves that the present overhead cost will be, roughly, 388 kronor. This is after allowing about 20 kronor for the value of the offal obtained from these 300 cubic feet of raw wood. I am aware that the Sub-Committee on British Forestry, which reported a few months ago, estimated that much more than 165 cubic feet of sawn wood could be obtained out of the 300 cubic feet of logs above referred to, but their estimate was wrong, as far as Swedish experience goes. With band-saws more can be obtained, but the logs in Sweden are too small to enable them to be used to advantage, and all attempts to do so have been unsuccessful.

The question of preferential treatment of Canadian sawn and planed wood to the United Kingdom is likely to become actual at an early date. Whether for better or worse, the late election has, no doubt, settled the question in principle, and a differential duty will probably be levied on wood from the North of Europe outside allied countries.

Mobilizing the Timber Wealth of Canada

At the Central Technical School, Toronto, recently, a lecture on "Mobilizing the Forests," by Robson Black, Secretary of the Canadian Forestry Association, Ottawa, attracted a large audience. Mr. Black spoke of Canada as possessing the third largest forests on the earth's surface. Russia outstripping all other countries, while the United States came second with about five times the timber contents of Canada. Two-thirds of the Dominion's area was unfit for agriculture, and if the bulk of that non-agricultural section could be kept forever under tree crops the nation could attain by the easiest known method a greater prosperity than had ever been dreamed of.

The days of the pioneer "bushwhacker" are almost over. Except for a very few areas, the old-time problem of redeeming the land from the forest has become a national task of redeeming the land for the forest. There is more land stripped of forest that must be put back under timber crops than there is bushland that should be cleared for farms.

Canada holds the only coniferous timber supply in the British Empire," declared the speaker, "the only supply that possibly can release Great Britain from dependence on Russia and Scandinavia for her 600,000,000 cubic feet annually required." Mr. Black referred to the alarming fact that Canada's forests east of British Columbia are in a state of rapid decline, with practically no effort by Provincial and Federal Governments to study methods of permanent timber yield. As a disquieting contrast to this, one learned that Germany has doubled her timber yield during the last generation without reducing the capital stock. This contrast should be taken as highly significant, particularly when Canada is adopting many costly expedients to bolster up employment and encourage industry and foreign trade.

What are the Resources of Ungava?

A. M. Tessier, member for Rimouski, desires the Quebec Government to take more interest in the great section of new country called Ungava, which was annexed to Quebec in 1912, and about which the Government knows little more today than at the time it received this addition. No revenue whatever has been received from the new territory.

Mr. Tessier has given notice of a motion asking that the Government take steps to make an inventory of the new territory to get information of its mineral, water-power and other resources.

One of the biggest lumber men in Canada, in speaking of the Hamilton River, which runs into the ocean at about a point where Labrador joins Ungava, told Mr. Tessier that it was not a dream to believe that at some day in the near future the waterpower from this river could be run through a cable under the ocean to run the cotton mills of Manchester. The report as to the possibilities of water-power of the Hamilton River puts the estimate higher than the Niagara Falls development.

Spruce was not so largely used for wood pulp in 1917 as in 1916, according to Franklin H. Smith, statistician in U. S. Forest Products, largely due to its restricted supply, but balsam, fir, tamarac and some hardwoods such as beech, birch, chestnut and maple were consumed in larger quantity than the preceding year. Data concerning the consumption of pulpwood reveals an almost unbroken annual increase, with spruce still far in the lead, forming 56 per cent of all the pulpwood manufactured, with hemlock 14 per cent.

Mr. Nicholson Locates in Vancouver

Burlington Man Becomes Western Manager for Toronto Wholesale Lumber Firm—F. W. Gordon Coming East

Allan S. Nicholson of the Nicholson Lumber Company, Burlington, Ont., who has been identified with the progress and upbuild of that town for many years, left recently for British Columbia, where he has been appointed western representative of Terry & Gordon, Toronto, and will have his office at 408 Metropolitan Bldg., Vancouver. Arriving in that city he met H. J. Terry, of Toronto, and spent some days with him previous to being installed in his new post as manager of the Vancouver branch.

Frank W. Gordon, who has ably filled this position since 1915, will shortly come to Toronto to reside and will be attached to the head office sales staff. Mr. Gordon has lived in Vancouver since 1912 and is thoroughly familiar with B. C. forest products from the manufacturing, buying and selling ends. He is well known in Toronto, where he has many friends in the trade, being a brother of A. E. Gordon, junior member of the firm.

Mr. Terry himself has just returned from a successful and extended business trip to the Mountain and Coast mills. He made a



Frank W. Gordon,
The Westerner coming East



A. S. Nicholson,
The Easterner going West

tour of inspection of their stocks of lumber which are put up specially for their Ontario and Eastern trade, and further extended the Western connections of the house.

Mr. Nicholson, the newly appointed manager of Terry & Gordon's interests in the Pacific Coast province, is a successful and enterprising business man. He is well and worthily known in the retail ranks and was recently re-elected a director for the Western district of the O.R.L.D.A. He has played an important part in the industrial and public activities of Burlington, being chairman of the School Board for the past two years, and during the war a leading worker in all patriotic movements. When the Victory Loan campaign came along he acted as secretary in a most efficient manner. In the management of the Nicholson Lumber Company which has developed rapidly of late years, the subject of this reference displayed energy and aggressiveness. He still retains his interest in this industry which will be managed by his thoroughly trained staff.

A complimentary banquet was tendered Mr. Nicholson at the Royal Connaught Hotel, Burlington, on February 13th, by the citizens of the lakeside town, who feel that his removal to the West is a distinct loss. During the evening H. A. Graham, Deputy Reeve, presented the guest, on behalf of the leading residents of Burlington, with a handsome club bag as a token of their esteem and appreciation. The recipient thanked the donors for the honor bestowed upon him and briefly referred to his work in the West. He urged the people of Burlington to organize a Board of Trade and assured them that he would always retain a very warm spot in his heart for the town. Should he return he hoped that he would find it the same live, progressive place that it had always been.

John Nicholson, father of the guest of the evening, was present and spoke of the honor conveyed on his son, thanking the citizens cordially.

E. C. Barre, of Sarnia, general manager of Cleveland-Sarnia Sawmills Co., Limited, was a recent visitor to Toronto, and called upon many members of the trade.

Getting Ready for the Larger Business

On every hand there is evidence of faith in a revival in business, and new companies and firms are being formed to participate in this larger commerce. One of the new companies recently formed is the Imperial Trading Company, with head offices at the Herald Building, Montreal.

This company intends to deal in iron, steel, copper, brass, lead, spelter, and other metals; in rails, railway equipment; motors, generators, transformers, and machine shop tools; wool felt, cotton waste and other textile products; also pulp mill and mining machinery.

The company is also negotiating for a number of sole agencies for Canada, of important products from the Orient, including China, Japan, East Indies, Malay States, Ceylon, Indo-China, Straits Settlements, etc.

The President is Major G. A. E. Bury, son of Sir George Bury. Major Bury, before joining the overseas forces, was a prominent barrister in Winnipeg. He returned to Canada recently after over three years with the Canadian Expeditionary Force. He is a graduate of the University of Manitoba.

The Vice-President and General Manager is Mr. E. C. Peterson, formerly District Manager of the Northern Electric Company, Limited. Prior to that he was in charge of the Production Department of the Western Electric Company, Chicago, with which he began his business career in September, 1899, immediately after graduating from the Iowa State College, both in mechanical and electrical engineering, receiving the degree, B. Sc.

Personal Paragraphs of Interest

W. Gerard Power, President of the Canadian Lumbermen's Association, was a recent visitor to Montreal.

Lucien B. Howland, of the firm of Lauder, Spears and Howland, Toronto, is spending the winter months in California.

Sam D. Smith, wholesale lumber, has removed his office from the tenth floor of the Kent Building, Toronto, to Room 502 in the same building.

J. B. Knox, of Knox Bros., Montreal, is on a visit to England. His brother, A. M. Knox, from the B. C. office, is in charge of the Montreal business.

H. J. Terry, of Terry & Gordon, Toronto, has returned from an extended and successful business trip to the Coast and Mountain mills in British Columbia.

R. F. Carter, Secretary-Treasurer of the Fesserton Timber Co., Toronto, is spending the winter months in Florida. He recently suffered an attack of influenza and pneumonia, and is now regaining his health in the sunny south.

Speaking in Montreal on February 23, the Hon. T. A. Crerar, the Minister of Agriculture, declared that there were immense possibilities for the Canadian pulpwood, pulp and paper industries. He also asserted that Canada had been lacking in the direction of reforestation, and that we must pay more attention to this subject if Canada desired to conserve her forest resources. The destruction of timber by fire was appalling, and more efficient protective measures were imperative.

Friends of Major-Gen. A. D. Macrae, of Vancouver, declare that shortly before the general sailed for Canada he was offered a knighthood for his services rendered while quartermaster-general of the Canadian forces and later as director-general of the British Ministry of Information, but that the general declined the honor. Major-Gen. Macrae during his long stay in England, had the reputation of getting things done. Before the war he was connected with the land department of the Canadian Northern Railway, and with the Canadian Western Lumber Company, of Fraser Mills, in which organization he is still largely interested. On the dissolution of the Ministry of Information, after the armistice, he returned to Canada, and was in Toronto for several weeks prior to leaving for Mexico.

Sir Rodolphe Forget, ex-M.P. for Charlevoix, P.Q., passed away recently after an illness of some five weeks. He was 58 years of age and was one of the most prominent financiers in Canada, being a multi-millionaire. Sir Rodolphe was a born organizer and was an important factor in many of Canada's most potential and wealth producing industries. One of the promoters and also a director of several light, heat, power and railway companies, as well as other organizations, he was closely identified with the pulp, paper and lumber business. He was one of the founders and a director of the East Canada Power & Pulp Company, the Wayagamack Pulp & Paper Company, and the Quebec and Saguenay Railway Company, which passes through rich pulpwood and timber districts. In 1911 he was offered a portfolio in the Cabinet of Sir Robert Borden, but declined. Sir Rodolphe was twice married and leaves a widow, three sons and two daughters. He was created a Knight Bachelor in 1912.

Purpose and Progress of Fire Insurance

Its Origin, Expansion, Adaptability and Protective Features Outlined—Fire Waste in Regard to Specialized Indemnity for Lumbermen



E. D. Hardy, Ottawa,
Who reviews Insurance Development

E. D. Hardy, of the Canadian Lumbermen's Insurance Exchange, Ottawa, recently delivered interesting addresses before the Canadian Lumbermen's Convention in St. John, and the Ontario Retail Lumber Dealers' annual meeting in Toronto. The speaker pointed out some interesting facts in regard to fire insurance as applied to sawmills and woodworking plants, emphasizing the advantages of the lumber mutuals and inter-insurers which had a strong record in successful operation and management. He outlined the supervision and management of such companies, the class of risks ensured, the form of contract, the security to policyholders, inspection service, basis of rate and other interesting data.

In the course of his observations he advanced certain arguments of which the following is a brief summary. Mr. Hardy declared that fire insurance as an institution owes its existence to fire waste. Theoretically, fire insurance is the pro rata distribution of losses over all insured property. Practically, fire insurance through the channels of commerce enters into the cost of every commodity we use and affects every individual. Fire waste and insurance cost are, therefore, inseparably bound together and you cannot consider the one without a proper appreciation of the other.

What Fire Insurance Provides

In its simplest form, fire insurance provides a means of relieving individual misfortune through a combined group of individuals and is purely mutual in character. In its commercial aspect it consists in the accumulation of funds to provide against future eventualities by applying the "law of averages" to losses by fire. Thus, a fire which might spell ruin to an individual becomes a trifling matter when the loss is distributed over a large number of individuals. The larger the group the less danger from disaster.

The stability of fire insurance has given safety to the investment of capital in business enterprise. Particularly is this true when you consider that less than five per cent. of the world's business is done on a cash basis. Through the collateral security afforded by fire insurance the wholesaler is enabled to extend credit to the retail dealer, often for several times his available capital. The wholesaler in turn operating on borrowed capital by means of fire insurance is frequently enabled to secure more favorable concessions from the manufacturer. Fire insurance then is now generally recognized as the foundation of credit.

Called by Economists "National Tax"

Being essential to every business enterprise and entering into the cost of every article we buy, fire insurance has been referred to by economists as a "national tax." Therefore, it becomes a matter of personal interest to every individual, but unfortunately the true nature of fire insurance is not always fully understood, which explains much of the public apathy in matters pertaining to fire prevention.

Every fire is an economic loss to the state. If the property is insured there is not only the loss of created value, but also the loss incurred in indemnifying the assured. In 1916, for example, the damage by fire to properties insured in companies licensed by the Dominion Insurance Department amounted to \$15,114,000. To distribute this amount, the companies collected from the citizens of Canada \$27,784,000 or \$12,670,000 more than the loss. In other words, for every dollar of loss distributed \$1.83 cents was collected.

Now since insurance is recognized as a tax the agency through which the tax should be collected at once becomes a matter of public interest. In the case of taxes imposed by governmental authority—the collection of the tax is left in the hands of government officials—

federal, provincial or municipal. But in the case of insurance the collection of the tax is left to private interests—mainly for profit.

Here it is generally conceded that commercialism in insurance first made its appearance in England near the close of the 17th century. Dispensation of aid to fire sufferers prior to that period was largely a matter of voluntary contribution or general assessment. Mutual schemes of insurance proved so successful that private institutions saw a means of divesting profits from participating policyholder to shareholder. At the present time over eighty per cent. of the world's fire insurance business is in the hands of stock companies, whereas insurance in its origin was purely altruistic.

From a direct contribution to a common fund for relieving misfortune, the premium became a source of profit to a third party who guaranteed the payment of losses from accumulated funds.

Instead of a system in which every individual felt a personal interest in preventing fires, there was substituted a system in which the occurrence of fire became a matter of comparative indifference.

The public erroneously came to believe that the insurance companies alone were concerned with fire loss, and the companies having in their power the fixing of the rate of premium were not entirely averse to the occurrence of fires.

The Organization of Lumber Mutuals

The foundation of lumbermen's associations paved the way for the organization of lumber mutuals and inter-insurers. Co-operation is the keystone of their success, and in this connection, Mr. Hardy pointed out that the moral hazard was reduced to a minimum, and the physical hazard improved through inspections. The elimination of the conflagration hazard and the reduction in overhead expense were also features of lumber mutuals.

The benefits to the lumber trade were a better understanding of the principles of insurance; more favorable insurance conditions and lower insurance cost.

The Canadian Lumbermen's Insurance Exchange was then referred to in its origin and plan of operation. The object was to provide indemnity at cost. Mr. Hardy spoke favorably of the results and extended an invitation to the N. B. Association members to become subscribers. In conclusion, he said, in touching upon the basis of rate, that in view of the mutual character of the organization, all accruing profits are placed to the credit of the individual subscribers. The highest rate paid by any member for insurance is taken as the basis for estimating the cost of protection to subscribers pending any departure from the method based on experience.

More Pulp and Paper Mills in Three Rivers

Following a visit to Three Rivers, Que., of executives and officials of the International Paper Company, it is stated on good authority that the big pulp and paper project which it was announced some months ago the company had in contemplation for Three Rivers, is to be put into operation at an early date. As was stated at the time, the plans for the pulp and paper mills call for an expenditure of some \$6,000,000. The scheme involves the development of Les Forges Rapids, on the St. Maurice River, nine miles north of Three Rivers. A monolithic concrete dam, 30 feet high and 1,900 feet long will be built. The foundation will be carried 60 feet below low water level. The power station will be equipped with seven water turbines, each 9,500 h.p. The plans are going forward through the St. Maurice Lumber Company of Three Rivers, of which the president is George F. Underwood, of New York, and the manager R. F. Grant, Three Rivers. The company is a subsidiary of the International Paper Company and was incorporated in 1916 under the laws of Quebec Province, with an authorized capital of \$600,000.

The Ontario Workmen's Compensation Board report for the year 1918 shows that during that period there were 47,848 accidents reported, compared with 36,514 for 1917. The amount of compensation was considerably more, \$3,514,648.47, as against \$2,913,085.81.

August was the month when the most accidents occurred, the number being 5,021. The average number of accidents a day was 158. There were fewer fatal accidents in 1918, only 440, as compared with 454.

The amount paid for medical aid was \$369,347.37, being about 14 per cent. of the amount of compensation.

Western Lumbermen Elect New Officers

W. F. Thorn, of Moose Jaw, Sask., was elected President of the Western Retail Lumbermen's Association, which was held recently in Calgary, it being the twenty-eighth annual gathering. All previous conventions have been held in Winnipeg. There were over three hundred delegates in attendance. W. A. McIlrath, of Radville, Sask., is the retiring president and presided at all the sessions which took place in the Hotel Palliser. Theodore Sparks, of Grand View, Man., was elected vice-president, and there were many inspiring addresses delivered during the three days of the assembly. Numerous subjects of vital importance to the trade were considered and aggressive action taken.

The new Board of Directors is as follows:

Board of Directors, Manitoba—F. E. Frost, Winnipeg—E. Finch, Strachan; J. A. Row, Winnipeg.

Saskatchewan—G. C. Ingram, Moosejaw; A. S. Peterson, Birch Hills; P. Kleckner, Vibank.

Alberta—H. B. Armitage, Camrose; E. E. Sine, Calgary; R. Skov, High River.

Is it probable that the next convention will be held in Moose Jaw. Final decision was left, however, to the Board of Directors, who will meet in July next, in that city.

The financial statement, presented by Secretary-Treasurer F. H. Lamar, of Winnipeg, disclosed the pleasing fact that the Association is in splendid shape financially, and that all its activities are in



W. F. Thorn, Moose Jaw, Sask.,
Newly elected President of the Association



W. A. McIlrath, Radville, Sask.,
The retiring President of the Association

a healthy shape. The membership is now 1,200 and is growing steadily. Although no campaign was carried out in 1918 the list has been increased by seventeen, and since December last eighteen applications have been received. One district meeting was held in Calgary last year, and we visited other portions of the Alberta territory with Mr. Neill, the late secretary. A committee also visited many points in Saskatchewan and Manitoba to consult with members to find out how the service might be improved.

The secretary next referred to the gratifying interest shown by members in the Association plan service. From January 1 to January 11 last there had been 131 sets of plans issued by that branch of the organization, which constituted a record. During the past year over 500 special plans were made up, as well as a great number of stock plans and specifications for all styles of buildings.

Another popular branch of Association service is the issuing of farm catalogues showing many of the newest farm buildings and a number of different types. The printing of this catalogue last year cost \$8,500, but 125,000 had been turned out at a cost to the retailer of three cents apiece, 112,000 being disposed of before the issue was printed. It was hoped to further extend this service during the present year.

Secretary Lamar also referred to the calendar service offered to members, some of whom had already taken advantage of it. All were urged to consult the new department when ready to place orders for the next holiday season. Another good thing offered was the Association training course, covering yard operation, salesmanship, and other branches of the trade. It was an excellent thing for the young, inexperienced retailer, and many were taking advantage of the service.

Going Vigorously After the Export Trade

In a recent debate in the B. C. provincial legislature, Hon. T. D. Pattullo, Minister of Lands, stated that the province was going strongly after foreign trade, and that it would have to fight hard to get the business in export timber. He pointed out the tremendous competition of the producers of the United States and declared that only by fighting hard for it would British Columbia get anything in the way of orders. An export trade was absolutely necessary for the development of the business, which could not be stabilized so long as it depended entirely on the prairie market. The late government had not done what it might have done to provide against strong competition from across the border.

Figures quoted by the minister showed that in 1906 the export trade of the industry had been 6 per cent. of the total. This increased and decreased. In 1915 it jumped to 15 per cent., but fell to 4 per cent. in 1917. No figures were available for the year 1918.

He referred to the reported orders to be placed by Great Britain and was optimistic regarding the prospects of British Columbia. He thought some orders would be placed soon, but owing to the private nature of the correspondence he could disclose but little.

Justifying the aeroplane spruce bill, Mr. Pattullo said spruce production for aeroplanes had increased from 116,000 feet in January, 1917, to 7,000,000 feet per month when the armistice was signed, and this figure surpassed the entire aeroplane spruce production of the United States.

As far as development was concerned in connection with the lands of the province, Hon. Mr. Pattullo said he had not been able to move as rapidly as he wished, but owing to the unsettled condition of affairs due to war it had not been possible to go any faster. He asked the members to bear with the government, assuring them that there would be much bigger results to show at the next session.

Timber Control May Continue for Months

Reviewing the timber trade in Ireland during the past year, J. Forsyth Smith, acting Canadian Trade Commissioner in the United Kingdom, in a recent report to the Department of Trade and Commerce, Ottawa, says:

The year 1918 was a poor one for the trade, with the exception of those firms who were on actual war work. The importation of foreign and colonial woods was entirely for Government account, and consequently very small. In a normal pre-war year there was imported to Belfast from one to one and a half million feet of log timber, and during 1918 only 233,876 arrived. Of deals, battens, and boards, about a similar proportion of pre-war shipments came to hand, and of hardwoods only a few carloads in the shape of dunnage wood. There was quite a movement in native timber in the early part of the year, but later, owing to similar restrictions being imposed by the Controller of Timber Supplies to those applying to imported timber, the movement during the last half of the year was not so brisk; and since the armistice was signed a very great further falling off in the demand is noticeable, as manufacturers are delaying any work they possibly can in the hope that they will be getting supplies of the dry imported stocks. By those of the trade in close touch with the Contraller, it is anticipated that control on the purchase and importation of wood goods will be maintained for at least six months, possibly longer, and in the meantime the trade will have to depend on rations of Government stocks of imported goods and eke out the balance of their requirements with native woods.

Senator McLaren Gets Full Verdict

An item appeared in the daily press recently, which said: "Senator McLaren, of Perth, who sued Col. A. G. Peuchen for \$158,000, alleged to be due on a promissory note, at Osgoode Hall, Toronto, received a verdict for \$50,000 and \$1,250 costs." The main heading stated that the verdict was for \$50,000 and \$1,250 costs, with a subsequent sub-heading to the effect that Senator McLaren, of Perth, had sued Col. A. J. Peuchen for \$158,000. Here are the facts: Senator McLaren sued Col. A. J. Peuchen on a promissory note of \$141,000. He sued for principal and accrued interest. After suits were entered Col. Peuchen paid \$115,000 in cash. The suit reported in the paper in question was an unpaid balance of \$50,000, which the Senator has secured with \$1,250. The suit arose over the sale of certain timber lands in the West.

New Plan to Get Account Paid

A slow-pay customer in a small city recently received the following letter from a credit man of originality:

"Our cashier fell unconscious at his desk this morning. Up to this time, 4 p.m., we have been unable to get a word out of him except your name. May we say to him, with a view of promoting his immediate recovery, that we have your check, as we think that is what is on his mind?"

The Future of the Retail Lumber Merchant

How He Must Not Only Be the Material but the Building Specialist in His Community—The Necessity of Furnishing Plans

A retail lumber dealer not properly equipped to serve his trade with plans to show the various buildings and building additions into which he desires to, or is able to convert his stock of building material, is somewhat like unto a ship without a rudder, but very much more like unto a tailor without patterns, says J. C. Dionne, in the "Lumber Co-operator."

We have absolutely no respect whatever for the retail lumber dealer who, with the opportunities that have been offered him, has failed to equip himself to serve his trade by furnishing them with the ideas as well as the material, for building.

We would like to see the building trade of the entire country educated by direct advertising to the consumer, to such a point that they would as decidedly refuse to buy building material from the man not equipped as a building tailor, as they would to buy clothing material from the would-be tailor who had no patterns or building ideas for the making of their clothes.

The wagon yard is a relic of the past. The sooner it passes out of existence, the better. The salvation of the building business depends on whether or not the professional builders are going to keep up with the times, and furnish such service to the trade as other lines of industry are furnishing.

The retail lumber dealer who deserves to survive and prosper, is he who desires, aspires, and perspires to make himself the building authority of his territory, who equips himself and then labors intelligently and ambitiously to be, not only the material merchant, but the architect, contractor, builder, and building specialist in that entire neck of the woods.

Back to the tall and uncut timbers with the man who believes that a retail lumber yard should be a drab and dreary looking storehouse of ill-kept building materials in some God-forsaken part of the town; who believes that it is his job to keep his stock of materials assorted and balanced and be prepared to serve it out to such people as happen to decide that they need lumber, and then drive up after it; who uses neither brains, energy, salesmanship, publicity, or any of the other powerful assets in his business that God gave him for his right hand bowers.

A Bigger and Better Field at Hand

The real retail lumber dealer is too big a fellow for that kind of a job. Instead of being a leech on the body social, he desires to be some pumpkins locally. He casts about him to see what he may do to improve his business. And the first thing he discovers is that the live and ambitious retail lumber dealers who are making a howling success of their affairs, are those who have realized that the old-time wagon yard has served its time, and that a bigger and better field has spread itself before the eyes of the professional building man.

The ambitious, up-to-date retail lumberman of the future has a field that he is, and has every right to be, proud of. He runs an attractive building store. He locates it with other attractive business houses, and he strives to make the home building store as attractive to the observer and the visitor, as the stores in which other, and much less precious commodities, are sold. He equips himself with plans, pictures, ideas, and suggestions, so that he can show his prospective customer what he has to sell in the line of buildings—not lumber. He realizes that the public is not interested in lumber, as a raw material, but is absolutely wild about lumber in its finished condition, in the shape of well built, well appointed, well painted and finished homes, barns, garages, fences, interior home improvements, etc.

He goes about his home town as the missionary goes about the land of the heathen—preaching, preaching, and teaching, the better uses of lumber.

The poorest argument that we have heard against the idea of having the retail lumbermen equip themselves with plan book systems, and with plans and pictures generally, for helping interest their trade in building, is the argument that—"Our trade does not build that kind of houses."

Of course they don't. That is exactly why the dealer needs the plan books. He needs to educate his trade, to devise ways and means for improving the taste of his trade, and incidentally the architecture of the residence districts of his community.

Certainly a dealer does not need plan books and modern building ideas, if all he is inclined to do is to continue to sell his trade the kind of homes that they have been in the habit of buying. But

the modern retailer of lumber is becoming a building specialist. He is looking about him, discovering and listing the building needs and shortcomings of his neighborhood, and then getting busy to remedy the situation. When he remedies the situation by interesting his town in a better class of homes, and in improving their old homes to make them more really homelike, he of course is going to improve his own business at the same time, as it is right and just that he should.

Even though there were no extra money in it for himself, we do not see how a man with ambition could sit supinely still, and continue to help the people of his town build square cornered, narrow porched, small windowed, box-carhouses, such as they have been building for the past generation. His professional pride ought to be enough to incite him to great efforts to show his trade the difference between houses and homes.

Becoming the Centre of Ideas

The reason why thousands of live retail lumbermen in the United States during the past two years have bought plan book systems and put them to work, is because wideawake dealers have realized in advance that these modern plans are what their trade did want, even though that trade did not quite know it, and had to be awakened to the fact.

The building trade will respect the dealer who introduced new and interesting ideas in the building line in his territory. They learn to respect the tailor who keeps up with the fashions, the milliner who knows and sells the latest styles in hats, the dentist who keeps in touch with the newest discoveries for decorating the teeth, the doctor who keeps up with the march of progress in medicine, and the lawyer whose mind takes account of decisions of legal interest to his clients.

Is it then unreasonable, that your townspeople will look to you for building ideas, and will respect your business ability, and subscribe to your business ideas, when they find that you are keeping up with the march of progress.

There are styles and seasons in building, just as there are in wearing apparel. You can't, you mustn't expect your trade to do the building thinking, dig up the new building ideas for the community. They expect you to do so, and as you live up to their expectation, so shall you prosper.

A man without a plan, is a man without an aim; and a man without an aim is rarely successful. A retailer without plans is far worse off than an ordinary man without definite living plans, because plans and ideas are what the building trade must look for from him.

Your customer, when his shoe supply gets low, goes to the local shoe store, and buys a completed, fitted, guaranteed, ready-to-wear pair of shoes. He buys a hat that is ready made, fitted to his head, and which he has admired in the glass on his cranium. He buys a suit of clothes fitted and ready for wear. He buys other commodities the same way. He gets service from these dealers.

The Sort of Service Required

But how about a home? How about a sleeping porch, how about a built-in buffet, or a score of other things made from building material?

Does he get that sort of service? If he does, he's mighty lucky, for there are few towns where he can, even now.

But he should be able to get that same service, anywhere. It is wrong, dead wrong, for the prospective purchaser of a building to have to go to an architect for a plan, a dealer for material, a paint store for paint, a hardware store for hardware, and have to do business with carpenters, painters, roofers, tinsmiths, etc., if he wants an addition to his home.

It is the dealer's job to furnish him the delivered building or addition, save him the trouble of doing anything but O.K. the plans and sign an order.

And when the day comes when the citizen of this and every other town of the land—and that day is coming just as sure as God made little green apples—knows just where he can go for a new home, or barn, or porch, or any other item of completed building, just the same as he can go get a pair of shoes or a suit of clothes—when that day comes, and not until then, the retail lumber business will come into its own.

And take it from us, when that day arrives, he will buy his finished buildings in an attractive, well lighted, plate glass front.

Elimination of Free Delivery Service

It Enables Deliveries to be Made More Promptly and Causes Greater Care in Ordering Supplies

To charge for deliveries of material or not to charge is the question which has been discussed a number of times by retail lumbermen. The consensus of opinion, in the larger centres especially, is that the service should be paid for and not included in the price of the material sold to a customer in the yard. It requires a good deal of money to keep up horses, wagons, stables, motor trucks, drivers, etc. The expense of maintenance is increasing, rather than diminishing.

It is interesting to learn how the other fellow views matters and the following expression of opinion from M. D. Greene, of Auburn, N. Y., in the "Lumber Co-operator," seems to hit the nail on the head and leave little room for argument.

"Up to August, 1912, we carted lumber free within the city limits and even in nearby adjacent territory. We found that people were riding the free horse unreasonably. They would frequently ask us to make two or three deliveries when a little fore-thought would have enabled the whole delivery to be made at one time; lumber which they could easily have handled themselves they would not take because we were delivering free, but would compel us to deliver it.

"We finally talked the matter over among ourselves and agreed to make a charge of twenty-five cents for each and every delivery, to which we have adhered ever since. It stirred up considerable friction at the time, but by standing our ground, it has become a thoroughly established trade custom. We find that it reduces the number of deliveries very materially. There is more care used in ordering and getting all the items required together. In many instances people will arrange to take the lumber from our yard themselves. We think that because of our cartage charge, we are to-day easily saving the equivalent of one man with one horse and wagon in addition to the money collected. The saving effected in wages, investment, feed, etc., amounts to considerably more every year than the amount of money we collect. Because of the elimination of many deliveries, we are able to serve our customers more promptly than before. We would not for an instant, think of going back to the free delivery system.

"There has been some talk of increasing the price of our delivery charge because of the increased cost of doing business, but we have come to no agreement on the subject. We have not adjusted this cartage charge with the idea of making a source of profit so much as to eliminate needless work. We are in business to serve the people and think this system of doing business enables us to do so more promptly and satisfactorily."

The Victory of the Cant Hook

By J. L. Love

The Canadian Forestry Corps! A name wrapped in the whisperings of tall trees, the silences of deep forests, the isolation of great distances, the pantings of hard labor. A unit that has strode to victory through strange channels—an invisible force borne of the straits of war, that helped to defeat the submarine with no weapon but its industry, but that spelled its doom more surely than a fleet of ships—that even built those ships.

A great silent engine of war inextricably woven into the fabric of Britain's wooden walls—into every trench and dugout and tunnel, into the huts that house the army, into the mines that backed the Allies, into the railways that fed the front, into the aeroplanes that brought a new element into the struggle, into the sinews of commerce that needs must carry on, into the boardings that talked to us from the walls.

The very wheels of war, turned from a Forestry Corps mill, ran on a Forestry Corps road. The eyes of war, its fists and muscles, its legs and arms, once slide down the timber shoot of a mill working in the heart of a forest that had stood unmarked by man for centuries.

There is something strikingly dramatic when you look at it that way. And that is the right way to sum up the work of the Canadian Forestry Corps. The germ of it started with the struggle on the seas, the threat to Britain's supremacy in her peculiar element. It is not the product of war so much as of illegal war. Perhaps its record has been the more grateful for that. It is the flash of thought that evolved the solution of the world's greatest peril in history. Without a special organization of foresters Victory would have been spelled with a small "v," because the other fellow would have had it. There would have been no ships to carry the food. The submarine that strove to gird the shores of Old Albion in chains of steel has to its credit the evolution in England of a small weapon that has struck it down—the cant hook. The U-boat did a fine thing for the Empire when it added another jewel to Canada's crown of glory in this war in the shape of a corps of lumbermen. It never did a grander thing

for Victory than to open the eyes of Great Britain to the resources lying untouched within its borders.

The story of the inception of the Canadian Forestry Corps is not new; but there is nothing old about the way the corps has gone about its duties ever since. The body of men who produced sawn lumber in England in a week less than three months from the time the call came to Canada has gone on to bigger things with each month. An organization little larger than a division of soldiers has enabled the whole Allied Army to fight on without worrying about one of its most vital supplies. A hundred camps of Canadian foresters in Great Britain and France have stood for more than two years and a half between the fighting men and starvation, between an army unconquerable in battle and defeat.

This corps of 30,000 men has saved each month a trip of sixty-five lumber schooners. It has left free for other purposes enough ships to feed a third of the population of Great Britain. Seize that and even the laymen may realize what the Canadian cant-hook has brought across the ocean.

To accomplish all this meant organization and hard work. The organization must have been satisfactory, not only from results, but because the Americans have adopted its system in the formation of a similar unit for war purposes. That is where the special sphere of General McDougall and his assistants comes in. Incidentally the Americans also adopted the implements used by the Corps. When a rush order went out from the War Office for a large amount of material by a certain time, the Canadians, ignoring holidays and regular hours, produced themselves 85 per cent. of the total ten days ahead of the time set. And the Secretary of State for War did not hesitate to acknowledge it.

The Canadian foresters came across with no thought but production. They brought their home training and muscle, their home methods, their home implements. They put all strength and ability to Al production. Later the exigencies of war lowered the physical calibre of the men—a large percentage wear wound stripes, many several—without serious effects on the production. They brought so much of Canada to the job that what was left in the land of the Maple Leaf could show a record of only three times as great production. Their special timber tool, the cant hook, has become Britain's lesson in the handling of timber. The Forestry Corps has to its credit a direction of machinery to the saving of man-power unique even in a war of machinery. What three men have done can be done better by one man and a machine. And it saves food and men. The Corps showed something of the possibilities of lumber production. One of its mills turns out in one day as much as the ordinary Scotch mill does in ten. That explains the standard compliment of certain parts of Great Britain "that every Canadian is born to the axe"—and the record of the Canadian Forestry Corps inclines no one to deny it.

Not satisfied with solving the submarine question by—stemming the flow of British timber to France and almost all the importations from abroad, it set out to make itself independent. It branched into farming—it even added pig raising—and now it does not even trouble to read the Food Controller's regulations or price lists in vegetables. Looking about, it saw another sphere it believed it could fill with profit to the country. It took in hand the construction of aerodromes, clearing the site, draining, levelling, grading—everything, in fact, but the erection of the hangars.

There are those who hint that had the war continued much longer the War Cabinet would have been made of the timber of the Canadian Forestry Corps.

It Pays to Take Care of Farm Machinery

Farm machinery represents a financial investment, and here are a few facts of the retail lumber dealer to drum home with his rural customers. Taking proper care of it results in a monetary gain: leaving it exposed in the open at all seasons of the year must mean economic loss, not only to the farmer but to the whole country. It is generally recognized by authorities on agriculture that, if exposed in all sorts of weather, farm machines depreciate more than they do from fair wear and tear. That is to say, the farmer, who is careless in this respect pays for more than twice the number of implements than he actually requires. At the same time great manufacturing plants and small armies of workmen have to be kept busy replacing these losses, which, in thousands of instances, are purely and simply the result of carelessness and neglect.

To house implements properly, it may not be necessary to have a special implement shed. Many farmers can utilize an unused barn floor, or a part of some other building. Poultry or other live stock should never be allowed access to the building, or part of a building that has been set aside for machinery. On most farms, however, a special implement house is desirable. A suitable building, if carefully planned to conserve space, can be built at a reasonable cost. Plans can be obtained from the Central Experimental Farm at Ottawa.

Start Day Wage Scheme in the Woods

One Leading Company Declares That It Will Take This Step Next Season—Advantages of Plan

James Ludgate of Parry Sound, Ont., who is manager of the Schroeder Mills & Timber Company, with headquarters at Pakesley, Ont., and has been in poor health for the past few weeks, is now steadily improving. This will be good news to his many friends. Mr. Ludgate was able to make a trip to the camps this week.

In speaking of conditions to the "Canada Lumberman," he said: "I do not think that the cost in getting out timber this year will exceed last year's figures by more than 10 per cent."

"While wages and supplies have been higher this season, yet it has been a much better one since December 1st. Before that time, however, weather conditions, coupled with "flu," high wages and scarcity of labor, made it the worst fall I ever saw in this section. I want to say right here that next fall we are going in for the day wage scheme, whether other operators do or not. This thing of paying men for twenty-six days' work when they only do thirteen, is about played out. Make the wages high enough so that the men will not be the losers and still it will be better for the employer, because he will have hands anxious to stay out and put in time. There will be no fellows jumping because the foreman called them down for coming in when they saw a black cloud looming up."

"The operator who was late starting last fall was lucky, as labor loosened up about December 1st, and the weather also improved. We did not commence our sleigh haul until January 15th, and later in some camps, and now, out of seven camps, five are caught up and the other two will be this week. The snow is so light and conditions are so good that we are cutting again. I think we should be able to get one million feet or better each week and with the twenty million feet we have already this will give us a fair cut."

"I do not see much chance of costs decreasing. I think employers will make a mistake if they try to reduce wages. In the first place, let them keep wages up so that the returned soldier may get a share of what the foreigner and slacker got while he was away fighting for us. It really does not make any difference to the operator whether he pays \$2.00 per day or \$5.00. He has to have his profit, and as long as some one else does not get his labor cheaper and undersell him, what is the difference. There is too much of this trying to undersell the other fellow."

Canadian Trade Commissioners to Visit Canada

Arrangements have been made for the return of a number of Trade Commissioners to Canada this year for the purpose of renewing their acquaintances with industrial concerns and industrial conditions especially. The officers of the Department who have been instructed to return and the approximate dates of their arrivals at Canadian seaports, are as follows: J. W. Ross, Shanghai, March 15; B. S. Webb, Buenos Aires, April 15th; D. H. Ross, Melbourne, May 15; Harrison Watson, London, June 15; W. A. Beddoe, Auckland, July 15; J. E. Ray, Manchester, August 15; W. J. Egan, Cape Town, September 15.

In addition to this, Trade Commissioner H. H. Pousette and G. B. Johnson, late Trade Commissioners at Buenos Aires, and Yokohama, respectively, who have been overseas since the outbreak of the war, will be released at no distant date and will return to Canada for the purpose of visiting manufacturers and others, preliminary to their taking up some foreign post.

Price Bros. are Expanding in Paper Line

A fifth paper machine, it is said, is about to be ordered by Price Bros. & Co., of Québec, who have pulp and paper mills at Kenogami and Jouquiére. It will probably be of smaller make and type to those already installed.

But one paper mill in Canada has more than four machines. Price Bros. have four 156-in. machines with a capacity of 220 tons; and the Abitibi Power and Paper Company have four machines of various widths, making 225 tons of news. The Spanish River mills at the Soo have four machines, making 220 tons. J. R. Booth has three Fourdriniers and a board machine, while E. B. Eddy Co. hold the record in number of machines in operation with one Harper and three regular Fourdriniers and two cylinder machines with a capacity of 200 tons.

Largest Exporter of Sulphite to Japan

For the past two years Canada has held first place as an exporter of wood pulp to Japan, in spite of export restrictions and shortage of shipping space. Japan's requirements for pulp amount to 100,000 tons, and although that country is increasing the capacity of its mills, it is estimated that only 55,000 tons will be produced in Japan this year, leaving 45,000 tons as the maximum amount which Canada can sup-

ply. Sweden dominated the Japanese market for pulp up until the close of 1916, but authoritative opinion in Japan does not consider that this exporter can oust Canada from first place, and it is doubted whether Sweden can compete with Canadian and Japanese sulphite pulp in the Oriental market.

Lieut. Scott Waldie Dies of Pneumonia

The many friends of Lieut. Walter Scott Waldie, who was a director of the Victoria Harbor Lumber Company, Limited, whose mill is at Victoria Harbor, Ont., and was manager of sales for this organization, previous to his enlistment with the 122nd Muskoka Battalion for overseas service, two years ago, will regret to learn of his death from pneumonia. He passed away at No. 9 General Hospital, Rhyl,



Lieut. W. S. Waldie,
Who died recently of pneumonia



Lieut. C. P. Waldie,
Killed in action at Loos in 1915

Wales, a Canadian demobilization camp where he was awaiting transport for home. He was ill only a few days. Lieut. Waldie, who went abroad as a Major, reverted to the rank of Lieutenant. He was attached to the Canadian Forestry Corps in France and England and then entered the infantry and was pursuing a special training course at Bexhill, when the armistice was signed. He was a son-in-law of Sir Edward Kemp, leaves a wife and three small children, and was forty years of age. A brother, Second Lieut. C. P. Waldie, who was also identified with the Victoria Harbor Lumber Company, lost his life in September, 1915, at Loos, being with the 8th Royal West Surreys (Imperial). He was first reported missing and afterwards killed in action.

Two brothers are left to mourn the loss of the two departed. They are F. N. Waldie and R. S. Waldie, of Toronto, President and Vice-president, respectively, of the Victoria Harbor Lumber Company, to whom the deepest sympathy will be extended by the members of the lumber industry.

Miscellaneous Matters of Much Interest

Messrs. Laurie & Newby, 430 Little Collins Street, Melbourne, publishers of "The Australian Importers' and Exporters' Directory," offer to list in their directory, free of charge, the names of Canadian manufacturers, exporters, etc., desirous of selling their goods in Australia and New Zealand.

The Department of Labor is making a canvass of the employment situation in lumbering and mining industries, with a view to the absorption of the surplus unemployed on the disbandment of the fighting forces. A Dominion-wide system of employment agencies is at the same time being organized.

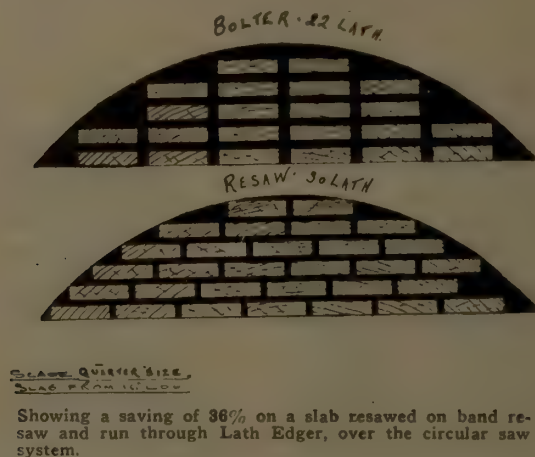
A million homes are needed in the United States, according to Commissioner Frank J. Pollay of the Division of Building and Construction of the U. S. Labor Bureau, and a plan is now being pushed in Washington to use two billion dollars to aid home builders.

The Spanish River Pulp and Paper Company, as the largest newsprint producer in the country has benefited chiefly by the increase in the price of news print. During the past two years the company has been placing itself in a much stronger position financially. At the close of the current quarter the company will owe 38 per cent. in the deferred dividends.

The twenty-second annual convention of the National Hardwood Lumber Association will be held in Chicago on June 19th and 20th.

The Saving Effectuated by Band Resaws

In these days of economy and conservation anything that will reduce waste and increase production, is worth more than passing consideration. This applies in the wood products line as well as any other. The Mereen-Johnson Machine Company, of Minneapolis, Minn., who specialize in machines for working slabs, edgings and other sawmill waste into lumber, box lumber, lath, etc., in referring to horizontal slab resaws state that they believe a distinct advantage and a big saving on material is effected in using band resaws over the circular type machines. The company state that in manufacturing lath out of slabs and edgings, a test was made with the following



results: From one cord of stock run on a horizontal band resaw: 1,941 No. 1 lath, 538 No. 2 lath, 383 32 in. lath; 2,851 lath per cord.

From one cord of stock run on a bolter system (circular saw): 1,485 No. 1 lath, 200 No. 2 lath, 275 32 in. lath; 1,960 lath per cord.

Figuring on a percentage basis, the saving is about 45 per cent. A still closer analysis reveals a saving of 36 per cent. in saw kerf and the balance is made up out of the slabs fed through the band saw, but which are impossible to feed through the bolter on account of being too thin.

Approximately the same percentage is saved when operating on long lumber and box material. The firm assert that when taken into consideration that the original cost of bringing the logs to the mill is not increased; the cost for labor for operating a slab resaw outfit is comparatively small; and the outfit itself is easily and quickly installed, it is easy to see why a large number of manufacturers have installed an outfit of some kind to get this additional capacity.

Aftermath of the St. John Convention

The recommendation of the Executive Committee that export trade could best be served by a return to pre-war conditions and the decision to have regularly monthly statistical reports compiled are noteworthy. Each manufacturer will send in returns on regular printed forms to the secretary, showing the total amount of lumber cut, amounts on hand, the amount shipped, sold, etc. This will afford the members some valuable and comprehensive data and tend to stabilize manufacturing and marketing conditions. Most of the delegates readily fell in with the idea and the statistical service should prove one of much benefit.

Other important matters was the favoring of the passing of a Bankruptcy Act for the Dominion, and calling upon the railways to furnish copies of all tariffs at the expense of the lumbermen to the trade.

Another move was the decision of the Eastern Spruce Manufacturers to become identified with the Canadian Lumbermen's Association, to be known as the Eastern Spruce Section. The decision to join forces with the Canadian Lumbermen's Association rather than form a separate body was received with much satisfaction.

In regard to the motion that manufacturers be called upon to furnish a monthly statement of lumber on hand, unsold, shipped, etc., Mr. Angus McLean said perhaps accurate returns would not be forthcoming during the first year, but he thought they would be in the second year after the system became more familiar to members. One or two delegates, who are exporters, said they would decline to furnish the information. It was pointed out by Mr. McLean that the information would be of great value to all members and that if they were not willing to co-operate the association was of little value. Under the statutes of Canada every lumberman is now compelled to furnish a statement once a year. The information is given by manufacturers in the southern states and by the hardwood trade in that country.

Why Lumber Prices Have Advanced

Misleading Statements Made by Unthinking Persons Would Lead Public to Form Wrong View

There has been appearing in the press of Toronto and other Ontario cities of late letters and interviews with respect to the alleged high cost of lumber. One writer, in the course of his observation, says:

"Lumber is another article where combines, evading the formality of law, have unreasonably raised prices.

"Why cannot the Government to any necessary extent control lumber like they control electric power? They own vast timber limits, and could establish mills for lumber output, thus ensuring reasonable prices to the consumer."

At a public meeting of a certain party stripe one of the speakers evidently intending to make some political capital, said the "cost of growing the trees had not increased of late years." From this rather ingenious observation he immediately concluded there should be no advance in the price of the finished product. He apparently overlooked the fact that wages, since the war, have, in woods operations, on the drives, and in the mills increased over one hundred per cent., that freight rates have gone up enormously, that camp maintenance and food supplies have ascended from seventy-five to two hundred per cent. that insurance, rent, taxes, overhead, mill equipment, etc., are running into more money all the while. These facts are so patent to any one even remotely connected with the lumber industry that they require no special emphasis or extended explanation. Here is what the speaker said and one can only conclude, after perusing his remarks, that he has been misreported, or that the source from which he obtained his figures must have been a submarine or a cemetery.

"The most of the land is not so important. Compared with the situation two years ago, land is anywhere from twenty-five to 75 per cent. cheaper, and although wages have gone up, that does not matter particularly, and is apparently justified," he went on.

"But take the cost of lumber. The lumber required for the average house is more than half rough lumber, and hemlock is the most used. Now between 1916, and the present time, the price of flour has doubled, but the price of lumber has increased more than 200 per cent. I could buy hemlock at \$19 per thousand, and now the price is \$55, and yet the cost of growing the lumber remains the same.

"Much the same situation is found in cement and gravel. These have also increased very much, and out of all proportion to the cost of producing them," he said.

The speaker said that if means could be found to control the price of building materials, there would be no housing problem.

Writing to the "Canada Lumberman," a leading Toronto wholesaler says: "While I do not think too serious attention should be given to the criticism that has been made by some correspondents and speakers, I want to state positively and pointedly that the contentions raised are very one-sided and misleading. Lumber has advanced less than any other commodity. The increased cost is due largely to the added expense of getting out the commodity and the figures quoted are wide of the mark. In the building of a house only one-third of the cost on the average is for lumber, one third goes for labor and another third for brick and mortar.

"In the year 1916, 2"—No. 1 hemlock bill stuff, sized and delivered, was selling in Toronto around about \$26.00 to \$28.00 per M', depending upon the sizes and quantity ordered. The same article is being sold to-day at from \$43.00 to \$45.00 per M'. The freight rates were increased 25 per cent. in the year 1917, which has added to the cost of all lumber from \$1.00 to \$4.00 per M', depending upon the distance which the shipments have to travel.

"The cost of producing lumber in 1917 and 1918 has been at least one-third more than it was in 1915 and 1916. One thing is certain, that if the prices of lumber are made any lower than they are to-day the lumber men cannot exist. There is no profiteering, and in many instances there is no profit. I will venture the prediction that lumber values generally will gradually increase from year to year, and that the prices ruling to-day will seem low indeed, to what they will be five years hence."

Chas. R. Skene, late of Brandon, has been appointed Saskatchewan representative of the Canadian Western Lumber Company, Ltd., of Fraser Mills, B.C., succeeding E. M. Simonson, of Moose Jaw, Sask., who has joined the staff of the Allen-Stoltz Lumber Company. Mr. Skene has been succeeded at Brandon by Hugh Cameron, late of Alberta, who, along with H. W. Dickie, of Winnipeg, will look after the interests of the Canadian Western Lumber Company in Manitoba.

Live Directors of Lumber Associations and Committees



Geo. W. Grier, Montreal,
Elected Director of the C.L.A. for two years



W. T. Mason, Montreal,
Elected Director of C.L.A. for one year



H. B. Poliwka, Quebec,
Elected Director of the C.L.A. for one year



B. H. Dunfield, Halifax,
Elected Director of the C.L.A. for one year



E. L. Casey, Sudbury,
New Director, Northern District—O.R.L.D.A.



W. J. Bell, Sudbury,
Elected Director of C.L.A. for one year



F. C. Beatteay, St. John,
Member of Local C.L.A. Reception Committee



Hugh MacKay, St. John
Member of Local C.L.A. Reception Committee



W. E. Golding, St. John,
Member of Local C.L.A. Reception Committee

Wanted & For Sale

PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 20 cents per agate line (14 agate lines make one inch). \$2.80 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 20th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

Hemlock Wanted

Block of dry No. 1 and No. 2 Hemlock. Write the Elgie & Jarvis Lumber Co., Ltd., 18 Toronto St., Toronto, Ont. 2-5

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

Hemlock Wanted

Peeled Hemlock pulpwood, 4 ft. lengths; state quantity and price, f.o.b. cars your siding. Box 845, Canada Lumberman, Toronto, Ont. 3-5

2000 Cords Pulpwood Wanted

Am open to buy all kinds of pulpwood F.O.B. Cars. State lowest price with point of loading. Advance furnished. Box 841, Canada Lumberman, Toronto, Ontario. 2-5

White Pine Box Lumber Wanted

Desire offers of all or any part of 10 million feet dry No. 2 Mill Cull shorts. State quantity, price, and shipping point. Price must be low. Box 874, Canada Lumberman, Toronto, Ont. 5

Lumber Wanted

We are always in the market for 4/4, 5/4, 6/4 and 8/4 Mill Cull Basswood, Spruce, Balsam, Poplar and White Pine. Correspondence solicited. The George N. Comfort Lumber Co., Rockefeller Bldg., Cleveland, Ohio. 4-t.f.

Basswood, Birch and Maple Wanted

Ten carloads, 1st and 2nds or No. 1 Com. and Better, white winter cut Basswood, plump 1 in. thick and good color. Four carloads 1st and 2nds or No. 1 Com. and Better, 3 in. Birch or Maple plank. For further particulars apply to Box 875, Canada Lumberman, Toronto, Ont. 5-t.f.

For Sale-Lumber

Shavings For Sale

Baled Shavings, car loads and small lots. The Boake Manufacturing Co., Ltd., Toronto, Ont. 2-5

Hemlock and Birch For Sale

2 cars of 2 x 6 Hemlock, dry.
1 car of 1 x 7 and wider dry Birch, Com.
Peterborough Canoe Co., Ltd.,
Peterborough, Ont. 2-5

Pine Slabs For Sale

For sale 1000 cords of soft pine slabs. Immediate delivery. Bishop Lumber Company, Nesterville, Ont. 3-5

Mixed Logs For Sale

We will sell our cut of mixed logs, mostly pine, one million feet. Could be sawed to suit. Box No. 881, Canada Lumberman, Toronto, Ont. 5

Lumber For Sale

Two cars 4 x 4 Maple Boxed Hearts.
One car 5 x 5 Maple Boxed Hearts.
One car 6 x 6 Maple Boxed Hearts.
Seven cars Fir Doors.
Three cars Fir Columns.

GEO. C. GOODFELLOW,
Montreal, Que.

Pulpwood For Sale

Ten thousand cords of pulpwood situated within 200 miles from Quebec city, and ten million ft. of spruce and hardwood lumber, winter cut. We can fill almost any order. Quotations will be finished on demand. Quebec Lumber Co., 98 St. Peter St., Quebec, P.Q. 3-5

Wanted-Machinery

Locomotive Boiler Wanted

Second-hand 30 horse power Locomotive Boiler, must be in first class shape. Apply Jennings & Bailey, R. R. No. 2, Bancroft, Ont. 4-5

Band Saw and Planer Wanted

Wanted second-hand band saw with tilting saw, suitable for ship work, also one 24" Buzz Planer.

CHARLES H. NADEAU,
Port Daniel East, P.Q. 4-7

For Sale-Machinery

Burner For Sale

"Muskegon" Water-space type 16 ft. inside, 19 in. outside and 18 in. waterspace. Splendid condition. Cheap. Box 869, Canada Lumberman, Toronto, Ont. 4-5

Jenckes Corliss Engine For Sale

One second-hand Jenckes Corliss Engine, 12 in. x 30 in. cut. Description and price on application to

Canadian Ingersoll-Rand Company, Ltd.,
Toronto, Ont. 2-t.f.

Equipment For Sale

1 MacGregor-Gourlay double head tennon.
1 Mattison variety lathe, 24 in.
1 pony planer, 24 in.
1 elbow sander.
2 Reynolds screw drivers, No. 2.
15 H.P. C.G.E. motor, 220 volt.
150 H.P. C.G.E. motor, 550 volt.
1 35 in. Sturtevant fan.

Peterborough Canoe Co., Ltd.,
Peterborough, Ont. 2-5

Planer and Matcher For Sale

A twenty-four inch combined planer and matcher; first-class condition; thoroughly rebuilt; cheap. W. H. Sumbling Machinery Co., 7 St. Mary St., Toronto. 4-7

Equipment For Sale

One P. Payette Co. lathe machine and bolter, lathe trimmer and sorting table, pulleys and bearing. All in first class condition. Address Box 863, Canada Lumberman, Toronto, Ont. 3-6

Tubular Boilers For Sale

100 H.P. Tubular Boiler, 125 lb. steam, used three months, only \$1,400.00, Winnipeg.
Two 100 H.P. ditto (never set up) \$1,550.00 each, Wisconsin.
Two 100 H.P. ditto (Saskatchewan), used short time, \$2,200.00 each.
Box 866, Canada Lumberman, Toronto, Ont. 4-5

Locomotive For Sale

Fifty-ton standard gauge Climax geared locomotive in first class shape. Immediate delivery. Box 827, Canada Lumberman, Toronto, Ont. 5

For Sale

1-17 x 24 Atlas Engine, with 36 in. x 10 ft. flywheel.
3-No. 94 Berlin Matchers, 15 in., fitted with hard steel knives on top and bottom cylinders—one pair shiplap, jointer and flooring heads with bits for each machine.
1-No. 182 Berlin Double Surfer, 30 in. x 6 in.
1-No. 199 Berlin Buzz Planer.
1-No. 290 Berlin Picket Header.

The Otis Staples Lumber Company, Ltd.,
Toronto, Ont. 4-7

Equipment For Sale

1 Portable Saw Mill, fully equipped with trimmer, 3 saw, Eger, Jack and slash chains.
1 J. I. Case Co. Traction Engine.
1 Twenty-five foot Towing Boat, with 12 H.P. gasoline engine.
A quantity of light steel rail, 8 x 12 lb.
23 sets logging sleighs.
2 Water Tanks.
1 Patent Snowplow.
3 teams heavy horses, and other logging equipment.

This outfit can be seen in operation at Norvar, Ont., after January 20th, and possession given March 1st, 1919. Will sell separately or collectively.

The Ontario Bark Company, Limited,
Huntsville, Ont. 2-5

Wanted-Employment

Advertisements under this heading one cent a word per insertion. Box No. 10 cents extra. Minimum charge 25 cents.

Wanted position by first class band sawyer, single or double cut, nine years' experience; capable worker. Box 303, 119 Board of Trade Bldg., Montreal. 4-5

WANTED POSITION BY FIRST CLASS BAND SAW FILER, 20 years' experience; can furnish first class reference. Box 836, Canada Lumberman, Toronto, Ont. 2-8

COMPETENT ACCOUNTANT with ten years' practical experience in lumber business. Thoroughly experienced in logging, manufacturing, handling of yard stock, camp supplies and lumber concern store. Box 862, Canada Lumberman, Toronto, Ont. 5

LUMBERMAN, EXPERIENCED, all branches, wants position March 1st; ten years on road; salary or commission. Box 864, Canada Lumberman, Toronto, Ont. 4-5

WANTED POSITION BY PRACTICAL LUMBERMAN; fifteen years' experience in all branches. Last ten years Sales Manager for large Canadian company. Box 785, Canada Lumberman, Toronto. 15-6

WANTED POSITION AS MILL SUPERINTENDENT by first class man. Can get results. 20 years' experience. Can start first February. Box 837, Canada Lumberman, Toronto, Ont. 2-8

LUMBER INSPECTOR, experienced in Hardwoods, Hemlock and Spruce, desires position as Shipper or Yard Superintendent. Satisfactory references furnished. Address Box No. 854, Canada Lumberman, Toronto, Ont. 3-6

CONTRACT WANTED by capable sawmill superintendent, many years' experience, to operate by the thousand mill cutting 50 to 100 thousand daily. Quantity and quality of production guaranteed. Box 807, Canada Lumberman, Toronto, Ont. 4-7

WANTED POSITION AS DOUBLE CUT BAND SAW FILER. 25 years on Band and Circular Saws. Also all-round millwright. Last 12 years full charge of mill and filing. Can furnish best of references. Reason for changing seasons shortening. Box 840, Canada Lumberman, Toronto, Ont. 3-5

WANTED BY EXPERIENCED LUMBERMAN, 42 years of age, position as Manager of Woods and Lumber Department, or would consider management of small concern operating in the Province of Quebec or Northern Ontario. Have thorough knowledge of Lumber, Logging and Pulpwood operations. Highly recommended by past employers. Open for engagement April 15th. Box 878, Canada Lumberman, Toronto, Ont. 5

POSITION AS SAWYER on left hand rig. Have had long experience on both circular and band saws. I am used to fast rigs, steam feed and steam niggers. Have been in the employ of the same company for six years. I want to change on account of short seasons. Any company that can offer me a sawing job for at least six or seven sawing months out of the year, I will gladly accept it. I am a married man with wife and family. Can furnish best of references if required. Apply to "Sawyer Tom," c/o Canada Lumberman, Toronto, Ont. 4-6

Wanted-Employees

Advertisements under this heading two cents a word per insertion. Minimum charge 50 cents.

WANTED: EXPERIENCED OPERATOR of Koppel Circular Gang at our Callander Mills. References required. Apply, John B. Smith & Sons, Toronto. 5-6

A well established Wholesale Lumber Company, with three selling offices, want a young man with experience in both buying and selling of B. C. Fir and Coast Lumber and Timber. Wide field for advancement. Salary and promotions based on ability to produce. Apply in writing, giving qualifications: P. O. Box 1025, Montreal. 5-6

Lumber Buyer Wanted

Should like to hear from experienced lumber buyer thoroughly acquainted with Canadian producers of lumber who wishes employment. In first letter give full statement regarding experience and name salary expected. Box 873, Canada Lumberman, Toronto, Ont. 5

WANTED—YOUNG MAN, single preferred, experienced in inspecting, buying and selling lumber. Apply Box 882, Canada Lumberman, Toronto, Ont. 5

WANTED — ENERGETIC LUMBER SALESMAN with successful experience in marketing to retail and industrial trade, soft and hardwood lumber and timber. Give names of present and former employers. Salary and percentage in profits. Address, Room 32, Hochelaga Bank Bldg., Quebec, Que. 4-5

Business Chances

Wanted a Man with Portable Saw Mill

to cut half million feet Hardwood Lumber. Box 880, Canada Lumberman, Toronto, Ont. 5

Fifty Thousand Acres Timber

Spruce, Maple, Pine, Hemlock, Cedar, Birch; will divide to suit purchaser; cheapest transportation. Address W. C. Wildey, Paw Paw, Mich. 5-8

Logging Contract Wanted

Log Contractor open for contract where summer logging is profitable. Could start right away. Can handle one to five million feet if conditions suitable. Best references. Apply Box 879, Canada Lumberman, Toronto, Ont. 5

Pick Axe Handles Wanted

WANTED—Handles for colliers' and navy pick axes, etc. Cash with order transactions. Will manufacturers who have supplies and wish to export same to Great Britain kindly communicate with J. Griffith, Jones Colliery, Timber Merchant, Castle Buildings, Llanelly, S. Wales, Great Britain. 5-8

A SNAP—FOR SALE

Planing Mill, Saw Mill and Lumber Yard. First-class business. Mills equipped with latest and best machinery. Power, both steam and hydro. A nice residence and office, sheds and barn can be bought very reasonable. Apply to J. J. BERGER, New Hamburg, Ont. 4-7

TIMBER FOR SALE At a Sacrifice Price

Two tracts, containing 213,000 acres, traversed by good rivers to bring the logs down to the Canadian Pacific Railway, on the North Saskatchewan River, at Mountain House in Western Canada; on which there is a very large amount of sawmilling White Spruce and Pine timber, an immense amount of small Spruce, Pulpwood and Boxwood timber. A large modern sawmill and full equipment of woodworking machinery may be bought very cheaply with the timber, as a going concern.

For particulars, maps, estimates and information regarding this large timber proposition, write or telephone to

J. S. MacEWEN, Owner,
c/o Northwestern National Bank,
Minneapolis, Minn. 4-5

Saw Mill Plant For Sale

Practically new and modern Saw Mill Plant, capacity about 30 Million feet per annum, located in the Interior of British Columbia on a beautiful inland lake and on the main line of the Grand Trunk Pacific Railway. About 500 Million feet of timber on and adjacent to Lake (about 90% Spruce) and another Billion feet available at reasonable prices. Natural conditions ideal for economical logging, manufacturing, piling and shipping. An advantage of about \$4 per thousand feet in freight rates to the Prairie Provinces over Coast shipments. This property offers unlimited possibilities as a lumber, pulp and paper property. Would consider selling a half interest. Terms reasonable.

A. C. FROST COMPANY,
134 South LaSalle Street,
Chicago, Ill. 5-t.f.

MILL AND LIMITS FOR SALE in New Ontario.

Would sell outright or half interest. Excellent opportunity for a lumberman. Reason for selling, short of capital. A fortune awaiting the right man.

Address, J. ———
Apartment 3 A,
578 Dorchester St. W.,
Montreal, Que. 2-t.f.

For Sale

Building and Machinery of good Double Cut Band Sawmill, well equipped with steam feed, canter, loaders, etc.

If you want a good mill, address Box 762, Canada Lumberman, Toronto, Ont. 15-t.f.

For Sale—A Real Bargain

Tract 10,000 acres near the Soo, in Pennefather Township, Ont. Consisting of 60 million feet of hardwood timber, 50% Birch of fine quality, 20% Maple, 10% Cedar, 10% Spruce, 10% White Pine and Hemlock. At low price and on easy terms. Property in fee.

Address Alex. Greig,
502 MacKinnon Bldg.,
Toronto, Ont. 5-8

SPLENDID TIMBER LIMITS FOR SALE

One parcel consisting of 41 claims in British Columbia, containing 690,403,000 feet of mixed Douglas Fir, Red Cedar, Spruce, Yellow Cedar and Hemlock. Over 40 square miles. 26,092 acres. Quantity of each kind of timber will be given on application. Splendid property, one of the finest in the Dominion. Timber for sale only, subject to Government license. Price \$650,000. Liberal terms of payment. Will take Victory Bonds up to half or three-quarters of the amount. This timber will be sold subject to inspection. Must be sold within the next three weeks.

Also other smaller properties for sale in Canada.

Address S. G. Read & Son, Limited, 129 Colborne Street, Brantford, Ontario, exclusive agents. 4-5

Saw Mill For Sale

Saw Mill on Masset Inlet, B.C., in Sitka Spruce Belt and extensive tract of standing timber.

Circular Saw Mill—fully equipped—ready for immediate operation.

Capacity—40,000 feet.

Equipment includes logging engine and machinery.

Fully equipped planing mill in connection with plant.

Mill covers 8 acres—property includes fully equipped bunk and cook houses, etc. Plant electrically lighted throughout.

Wharfage facilities provided for export shipment.

Offer includes 120,000,000 feet fine Spruce, Cedar and Hemlock—located tributary to mill.

An unexcelled opportunity for handling box or export business.

Address all enquiries to Box 421, Canada Lumberman, 212 Winch Building, Vancouver, B.C. 5

Miscellaneous

In order to close Estate in Town of 3,000 population in Province of Quebec on G.T.R., Factory now making Sash and Doors, House Trim, etc., 125 Horse Water Power, Dry Kilns, etc., is for sale or would consider organizing stock company with party having some capital capable of managing the business, or plant could easily be converted into Handle and Woodware factory. Unlimited supply of birch, maple, and beech lumber in vicinity. Party with capital thoroughly understanding the manufacturing and marketing of these lines would be offered an attractive proposition.

Interested parties address Box No. 844, Canada Lumberman, Toronto, Ont. 2-7

Can Furnish Four Hundred Wooden Ships Yearly

Representatives from the Pacific Coast informed the Senate Commerce Committee recently at Washington that the states of Oregon and Washington could provide between 400 and 500 wooden ships a year if the Emergency Fleet Corporation would furnish to the lumbermen a standardized programme. Fears of the Shipping Board that the lumber supply in the Northwest is inadequate were declared unfounded. H. B. Van Duser, of Portland, Ore., declared the mills in the state had not reached their maxi-

mum capacity and said production of wooden ships on the west coast could be accelerated. The car situation in that state, he said, was bad, and he knew of several mills that would be compelled to close unless conditions improved.

The Latest Definition of a "Promoter"

A grave and careful old business man had dropped his guard for a minute, and let a fellow get into him quite some, before he surrounded himself with caution, and he said: "By the way, what is your business?" and the chap said, "I am a promoter." The old gentleman added, "In order that we may understand each other, will you tell me what a promoter is?" The fellow replied: "A promoter is one damn fool trying to sell nothing for something, to another damn fool, who wants to buy something for nothing."

BELTING FOR SALE

We have a large quantity of Second-Hand Rubber and Leather Belting in all sizes and plys up to 24 inches in width, which we can sell at interesting prices. Send us your requirements.

N. SMITH
138 York St. - Toronto, Ont.

DR. BELL'S

Veterinary Wonder Remedies

10,000 one dollar (\$1.00) bottles Free to horsemen who give the Wonder a fair trial. Guaranteed for Colic, Inflammation of the Lungs, Bowels, Kidneys, Fevers, Distemper, etc. Send 25c for Mailing Package, etc. Agents wanted. Write your address plainly. DR. BELL, V.S., Kingston, Ont.

HORSES UNION STOCK YARDS OF TORONTO, Limited

'Canada's Greatest Live Stock Market'
Capital, \$1,500,000. Two Hundred Acres. Dundas St. cars to Keele St., West Toronto. Auction Sales every Wednesday. Private Sales Daily.

Correspondence Solicited.

WALTER HARLAND SMITH

Manager Horse Dept.

Tea that is all genuine leaf and produces the greatest quantity of flavour satisfying infusion

"SALADA"

Send for samples and prices.
SALADA TEA CO. TORONTO

Manufacturers of

WIRE

For TYING, BUNDLING
and many other purposes.
NAILS, etc.

LAIDLAW BALE-TIE CO., Ltd.
HAMILTON, ONT.

Coolidge & Carlisle

Forest Engineers

Timber Estimates and Maps
Plans for Logging Operations

Bangor, Maine

TIMBER LANDS

Bought and Sold

Timber and Pulp
Wood Estimates

R. R. BRADLEY

Consulting Forester

Globe-Atlantic Bldg.
ST. JOHN - N. B.



CUT YOUR SELLING COSTS

Use MacLean Daily Reports and know where the projects are that offer the most profitable business. Reduce the percentage of wasted time and lost orders by concentrating on the most likely opportunities.

Rates and Samples on Request.

MacLEAN DAILY REPORTS, Ltd.
345 Adelaide Street West, TORONTO

S E R V I C E

Is it not worth something to you?

We are in a position to supply
your every requirement in

Fir, Cedar and Spruce L U M B E R

and the quality of our stock is absolutely dependable.
Send us your enquiries.

SERVICE LUMBER CO., LIMITED

Pacific Building, VANCOUVER, B.C.

Review of Current Trade Conditions

Ontario and the East

There is still dullness prevailing in the market situation and no radical changes have occurred within the past two weeks. Some wholesalers report that business is picking up, while others declare there is no outward evidence of any revival of conditions. There are a few more inquiries and prices on the whole are holding firm, except in a few isolated cases, where there has been a strong desire to clear out certain stocks which the holders find too expensive to retain. The majority believe that their lumber is worth just as much today as ever and are not fearful of the future. They do not intend to sacrifice it in view of the shortened production which will result this season and the augmented requisitions from abroad. With the approach of March many building plans get under way and housing schemes are receiving further encouragement. Retail dealers expect a fair year's business and some encouraging reports are coming to hand. In certain centres the outlook is particularly good. Matters do not definitely shape up generally until well into March, and it will not be ascertained yet awhile what strength the present movement will develop.

The demand for southern soft and hardwoods is limited and there is not a great deal of shipping going forward to United States points. With the exception of maple and birch mill culls, which have dropped some in price owing to the shell box business being at an end, prices are holding firm. It is reported that some Michigan and Wisconsin hardwood is being offered in Ontario at attractive rates, but so far no serious inroads are being made upon the local trade. Implement and furniture factories, piano companies and gramophone organizations, as well as wagon works and automobile concerns, are buying a little more freely, and it is hoped there will be further orders placed from this on. The period of reconstruction cannot be ended in a few weeks, and naturally all eyes are being turned to export business. At the time of writing although no definite assurance has come to hand of large British orders being placed this is not regarded as an unfavorable omen. The restrictions in the Old Land are gradually being removed, and those regulations affecting the importation of hardwoods have already been lifted. It is expected a similar course will shortly follow with respect to spruce and pine. No word has yet been received by the Canadian Lumbermen's Association with regard to export trade with the United Kingdom, France and Belgium, but it may arrive any time now. Developments are, it is understood, proceeding.

Shipments of spruce deals from the lower provinces are going forth and stocks are being reduced as fast as transportation facilities permit. It is interesting to note that some Ontario firms are preparing to ship large consignments of lumber across the water and the necessary licenses have been obtained by the English importers. One concern is sending forward fifteen cars of three-inch white pine deals and one and one-half and two-inch white pine shipping culls or about 300,000 feet in all. This is the first shipment made by them in a commercial way in the past two years. Another company is sending over a similar amount of red pine deals. As soon as ocean tonnage opens up, other large cargoes will be transported. There is a fair requisition for western stock and shingles have recently taken a jump of twenty-five cents. The demand for them is considerably better than it has been for some time. Logging operations are proceeding fairly well in the woods and at some points there is sufficient snow to do the hauling, while the streams have frozen over. There is not as much complaint heard on this score as one would believe, with the mild weather prevailing in the southern part of Ontario. Help for the woods is plentiful and while the cut has been materially lessened from last year, the logs will, with cold weather from this out, be gotten to the banks of the streams in good shape. It is true many difficulties have had to be overcome and the outbreak of influenza gave operations a decided set-back, but all things being taken into account, there will be a fair season's cut.

The "Canada Lumberman" will, in its next issue, present some interesting statistics with respect to last season's cut of lumber, shingles and lath. While there has been quite a falling off, still, taking into consideration the war situation and the shortage of help in the mills and on the drives, the showing is not as unfavorable as many would be lead from hearsay accounts to believe.

Great Britain

Trading has not expanded since last reporting, and the prospects of increased activity are not encouraging until a more settled situation emerges. Unfortunately, labor troubles are introducing fresh

complications and postponing the good time that is coming. A definite movement by the Controller in the price direction is, however, a necessary first step to promote better conditions. With the meeting of Parliament, interest in the housing scheme has quickened. Recent labor unrest has also brought this question to the front, so that publication of the governmental proposals may be expected shortly.

No fresh light has been thrown on future trading with Canada in wood goods. Until prices of Swedish goods are adjusted it will not be possible to estimate the importing outlook with much accuracy. That information when forthcoming will, however, clear the atmosphere. Spruce shipments are even now coming forward with regularity, but the import is only a tithe of what formerly came in, and a large increase in the coming shipping season is desirable from more than one point of view.

The announcement of the elimination of government control in the imported hardwood trade on March 1 has set softwood importers wondering if this is the beginning of the end of the government control over all timber importing, says "The Timber News." There are strong reasons for expecting such to be the case, subject, perhaps, to certain restrictions necessary in view of the government being impelled to safeguard the interests of their housing scheme. This view is in the nature of surmise, however, and is not based on any information except the knowledge that the authorities wish to end the control system, and will take advantage of the first opportunity to do so.

The plywood market is still in a more or less dormant condition, though it is quite possible that business will wake up considerably a little later on. As time goes on there is bound to be a very fair demand for the wood, especially among furniture manufacturers, who have got a lot of leeway to make up. There is no doubt a growing demand also springing up in the boxmaking trade, which should eat up a fair amount of the plywood stocks in this country. It is necessary, however, to get cheaper freights for this wood. As things are at present the freight represents almost the value of the wood in years gone by, though prices will never again return to the level of those days. Everything in connection with the wood and its manufacture is very much dearer now, and will continue so. Labor, machinery, cost of the raw material, forwarding charges, insurance, and, in fact, everything has advanced so considerably that to expect any very big concession in prices would be unwise.

It is officially announced that the agents for the supply of pitwood to the Admiralty collieries will now invoice pitwood to those collieries from now on at a price of 60s. per ton as compared with the controlled maximum price of 65s. per ton ex ship. This step has been taken mainly as the result of the fall in freight rates and in the cost of insurance. Since the armistice there has been a drop of about 4s. per ton in the regulated homeward rates from Bordeaux or Bayonne, while the cost of the war risks insurance which three months ago amounted to about 3s. 9d. per ton has fallen to about 2d. per ton. The Admiralty syndicate buy the bulk, if not the whole, of their imported supplies direct from the foresters, and, aided by the Ministry of Shipping in the supply of tonnage and by other favorable conditions, they can sell at 60s. at a profit; but outside merchants have hitherto been obtaining their restricted supplies under an arrangement which, at the maximum selling price of 65s., leaves them a gross profit of 2s. per ton.

To enable them to revise their prices on a 60s. basis the outside merchants must be given equally favorable conditions to those which govern shipments for the syndicate, says the "South Wales Journal of Commerce," but this equality, it is stated, they have been denied throughout the period of control, and they have not been assured of any improved treatment in the immediate future. In so far as their business is concerned, the whole of the benefit from the fall in freights and insurance has gone to the French exporter, and unless f.o.b. prices on the other side are readjusted it is feared that the past inequalities will be accentuated. A point of considerable interest of the reduction in the Admiralty price is its possible effects on supplies of imported pitwood. At present there is an acute shortage in the supply of pit timber. During the past year the South Wales coal mining industry consumed on an average about 25,000 tons of pitwood per week, and of this 9,000 tons were imported and 16,000 tons supplied from home-grown sources. There is already a falling off in the supply of native timber, and when it is borne in mind that prior to the war practically every stick of timber used in South Wales for timbering purposes was imported from abroad the extent to which at an early date we will again become dependent on foreign sources of supplies can easily be



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realized. In such circumstances the reduction in the price of pitwood to collieries is an economic anomaly, and while its immediate effect may be to increase the power of the syndicate as a buyer and shipper in France, its ultimate incidence may be a discouragement to exporters in Spain and Portugal, whence it is imperative we should resume with the least possible delay if the dangers of a shortage are not to be aggravated.

United States

The demand for lumber during the past fortnight both at wholesale and retail has been limited, and the trade does not look for any substantial resumption of purchases or sales either in retail or consuming lines for the next month or so. Prices are holding firm at wholesale, but some complaint is heard in retail circles in the matter of concessions. Of course, the volume of spring business will depend very largely upon the building situation, but it is apparent from reports emanating from governmental departments, as well as contracting and building headquarters that plans are being worked out to revive building construction, which should be fruitful of good business for the spring and summer.

The reports from mills are that all have as much business booked as they can take care of and there is no accumulation of stock. Prices continue firm and in some cases there has been an advance over the prices ruling in December.

There will be no decline in the price of building material, according to investigations made by field agents of the Department of Labor. With a postponed building program waiting in America, with a shortage of half a million homes and with all Europe waiting to be restored, the prospect for reduction in the price of building material is slight.

"American building industries will be called upon to furnish tremendous quantities of materials for European construction," says the department. "If no other elements were present to keep up material prices, Europe's demand would prevent any immediate drop in them, according to the opinion of many material manufacturers and contractors. Reduced production during the war in the building materials industries, and the market curtailment—almost suspension—of private building undertakings, have fomented market conditions which do not make for lower prices."

Bolstering up this conclusion, Charles A. Bowen, secretary of the National Lumber Dealers' Association, upon information obtained from five hundred members, asserts the shortage of buildings is almost universal and that the retail branch of the industry does not anticipate any fall in prices for some time. Mr. Bowen says the conditions in the lumber industry suggests the possibility of a raise rather than a decrease.

The hardwood market is becoming firmer and more active, because inquiries are coming in at a more rapid rate, and because they are developing into orders in a manner that is proving quite satisfactory to the trade. The volume of business has been materially larger than during the last of January, while the latter itself showed material increase over the one preceding it. The call is better for oak, ash, popular and gum than for the other items on the hardwood list, but everything is showing more activity and shipments are increasing at a very steady rate. Moreover, the demand appears to be of a cumulative character, in the respect that it is gaining momentum all the time, and decided further expansion is anticipated in the near future. In the meantime, there is no increase of consequence, if any at all, in the quantity of hardwood lumber being produced. The majority of the big mills are working only on partial time.

"Lumber is high now but prices will soon be lower," is the reason the public is giving for postponing building operations. This seems to be the prevailing opinion as the lumber dealers hear it in every section. Comparatively speaking, lumber is not high, and there is little prospect of the price being much reduced even in many months. Statistics show that during the Civil War the price of lumber rose (as did other commodities) to almost twice what it was in 1860, and that it dropped only about twenty per cent. by 1870, when nearly all other commodities resumed their pre-war level.

The Bureau of Labor Statistics, in a recent issue, gives a table of wholesale prices, by groups, of commodities from 1913 to October, 1918, on a basis of 100 per cent. for 1913. According to this table, food prices had gone up to 199 per cent. in October, 1918, clothing to 253 per cent., and building materials—representing the third great human necessity, shelter—were rated at 157 per cent., showing that the latter have not increased in price in anything like the proportion of food and clothing.

Market Correspondence

SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD

Montreal Reports Situation is Growing Better

Although locally trade is dull in Montreal, wholesalers doing business with the United States report a distinct improvement in the situation. Orders are better, and the inquiries are more numerous.

February is generally a dull month, as building has not opened up to any extent, and very few jobs are open for tender. Indications of construction in Montreal and the province, however, are fairly good. For instance, two extensive cold storage warehouses are contemplated; some large apartment houses are planned; a considerable abattoir is to be constructed; two large schools are to be built; besides which there are many houses to be put up. It is too early in the season to say anything definite, but appearances point to more pronounced activity in construction. The reports from provincial centres are encouraging. Three Rivers will likely be a busy spot, with extensions to shipbuilding, pulp and paper plants, and many industrial houses. Then at Quebec, Chicoutimi, Sherbrooke, and Shawinigan Falls a fair amount of work is contemplated.

Wholesalers state that the mills are asking exceedingly stiff prices, and that practically no buying has been done, a waiting policy being the rule.

Reports of sales for export are to hand, the sales being made by Quebec and Lower Province firms at good prices.

Our exports of pulpwood, pulp, and paper are still on the up-grade. For December the total was \$7,235,699, an increase of \$1,325,537, the chief increase being in chemical pulp, ground wood falling away. Pulpwood exports were valued at \$748,364, a gain of \$143,508. For the nine months of the fiscal year the total of the combined exports was \$61,029,200, or \$18,115,292 higher. Pulpwood amounted to \$11,595,228, an increase of \$4,660,609.

Senator Beaubien has approached the Canadian Railway War Board with a view to securing its support for a project calling for the sending of a train containing exhibits advertising Canada, through France, Belgium, Italy and Great Britain.

Call is for Canada to Supply Timber

The official figures of the imports of coniferous woods into Great Britain in 1913, stated in feet B.M., are given. The quantity of soft woods imported during the year prior to the war amounted to six and a quarter billion feet, as follows:

	Feet B.M.
From Russia	3,118,095,600
" Sweden	1,055,650,200
" France	590,598,600
" Canada	538,330,200
" United States	306,810,600
" Norway	274,263,600
" Portugal	189,322,800
" Germany	123,648,600
" Spain	61,813,800
" Other countries, small lots	12,191,400
	<hr/> 6,270,725,400

It is difficult to realize the enormous consumption of soft woods in Great Britain under normal conditions. After four years of war her requirements will obviously be greater than ever. The importation has been cut down during the war and Great Britain has aimed to supply her requirements by cutting her own precious forest areas.

The same thing has happened in France and in Italy, where even the olive orchards have been sacrificed in order to obtain timber necessary for the carrying on of the war. All these countries are today virtually bare of lumber and have exhausted all forest areas.

The principal source of supply has been Finland and Russia, who supplied fifty per cent. of Britain's imports as shown on the table above. Sweden and Norway furnished another twenty per cent. We know that Finland and Russia are hopelessly upset at the present time, owing to revolution, and when order is restored these countries will need large quantities of lumber to restore their own devastated areas. Sweden and Norway will not be able to take care of the

Desserts like this in Camp

Don't you think your men would relish this addition to the menu?

INDIAN PUDDING

A delicious and nourishing dessert, easily prepared. This quantity is sufficient for 18 servings:

6 pints milk 1 cup molasses
 $\frac{3}{4}$ cup cornmeal $2\frac{1}{4}$ teaspoonsful salt
 3 teaspoonsful ginger

Cook milk and meal in a double boiler twenty minutes; add molasses, salt and ginger. Pour into buttered dish and bake two hours in slow oven.

Very nice, you say, but how about getting milk away up here in a lumber camp? That's a difficulty easily overcome by using KLIM. Klim is the solids of fresh pasteurized separated milk, a dry powder that can be shipped anywhere. To get the necessary 6 pints of milk, whip $1\frac{1}{2}$ cups of Klim into 6 pints of water and use as you would fresh liquid milk. To make still further delicious whip an additional quantity of Klim into water and serve with the pudding.

There are any number of choice desserts that can be prepared if you have Klim on hand. Klim has the natural, unchanged flavor of fresh separated milk and can be used wherever such milk is required.

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Canada Food Control—Blanket No. 165

European demand and undoubtedly Canada will be called upon to furnish very large quantities of lumber during this reconstruction period.

Spruce and Birch Stocks are Low

The following, showing the stocks of spruce, birch logs and birch planks in Manchester and Liverpool, England, during the month of January for the past five years, as furnished by H. W. Lightburne & Company, of Liverpool, is interesting at the present time. The statement reveals that on the whole the figures were never lower so far as stocks are concerned.

		Spruce				
		1915.	1916.	1917.	1918.	1919.
Manchester ...	...	6,055	13,420	15,750	3,950	3,660
Liverpool ...	...	2,930	10,700	9,880	5,580	5,660
Std.		8,985	24,120	25,630	9,530	9,320
		Birch Logs				
Manchester ...	...	500	980	760	20	100
Liverpool ...	...	60	780	880	120	80
Loads.		560	1,760	1,640	140	180
		Birch Planks				
Manchester ...	...	491	630	618	73	12
Liverpool ...	...	455	710	412	63	78
Std.		946	1,340	1,030	136	90

Great War Timber Resources of Great Britain

At a discussion on "Home timber resources and afforestation," some interesting facts and figures relating to the supply of home-grown timber for war purposes were given by Mr. A. P. Long, Divisional Officer of the Board of Trade Timber Supplies and H. M. Inspector of Forestry for Great Britain. He strongly emphasized the importance of forestry to the nation and gave an account of the way in which the Government and the Timber Supplies Committee had met the enormous demands of the military forces from home-grown timbers during the past few years. From January 1916, to October, 1918, the Committee had supplied no less than 99,000,000 cu. ft. and approximately 3,000,000 tons of timber. The counties of Kent, Sussex, and Surrey had during this period produced 11,500,000 cu. ft. During the eight months ending October, 1918, the three counties produced 2,440,000 cu. ft. or rather more than one-fifth of the total output. The aggregate total of timber in England and Wales was 228,000,000 cu. ft., and in Scotland 285,000,000 cu. ft., a grand total for Great Britain of 513,000,000 cu. ft. or about 17,000,000 tons. As a national insurance there should be well organized forests in this country, a fact that was emphasized by Major Courthope, who also said that it was proposed to plant about 2,000,000 acres of new forests, and the country should then be able to produce about two-thirds of the timber required. Afforestation would provide suitable work for discharged soldiers and would also prevent in a large measure the flooding of agricultural land in mountainous districts. Mr. Long also said that the need for afforestation was overwhelming, and he contended that forests properly organized would pay. It was not proposed to take any land suitable for agriculture for the purpose.

England Looking to Canada for Pulp

As an illustration of the attitude of British paper makers towards future trade with Canada the following note from an English trade paper may be read with interest.

"There seems to be every likelihood, with increased shipping facilities imminent, of large and continuous supplies of Canadian and Newfoundland pulp reaching the British market. It is surprising to learn that quotations reaching British paper makers show Canadian pulps to be 15 to 20 per cent. cheaper than the Scandinavian product. The soaring prices of Norwegian and Swedish pulps will naturally stimulate business relations with other sources of supply; again, the spirit of patriotism favors trade with our colonies. In Sweden it is understood that influential banking interests wield a controlling influence on both pulp and paper mills in that country. No one can dispute the right of combination or co-operation on legitimate lines, but when reports gain currency that 'Sweden is out to capture the British paper market' (particularly 'news'), it is not surprising, when faced with comparatively high prices for pulp and undercutting rates for paper, that the English papermaker views with suspicion any movement in Scandinavia dealing with controlled sales or prices. There are mills in Norway and Sweden manufacturing brands of pulp of

established reputation, particularly for the higher grades of writings, but Canadian sulphite for 'news' and printings, and mechanical, are likely to be freely imported into this country in the future."

Fesserton Timber Co. Leases Monteith Mill

The Monteith Pulp and Timber Company, Limited, of which James Thompson, M.L.A., of Havelock, is President, and E. R. Heyland, of Toronto, is secretary-treasurer, have operated a sawmill and roasting plant for the past three years at Monteith, Ont., on the Driftwood River. The company have leased both to the Fesserton Timber Company, Limited, of Toronto, for the coming year, the latter having purchased the cut of the mill for the past two seasons. The plant at Monteith has a sawing capacity of some 30,000 feet daily, principally of spruce, and about one hundred cords of pulpwood are cut up daily in the slasher.

The Monteith Pulp and Timber Company have been purchasing pulpwood in the north for the past few years and in 1918 handled about 20,000 cords. This year Messrs. Thomson and Heyland, both of whom are connected with Toronto Investments, will devote their entire attention to that company and will still purchase pulpwood for shipment to local and United States points. In their operations, however, they will not go beyond North Bay. They expect to handle some ten thousands cords in Old Ontario, and so far this season have shipped about two hundred cars to the Thorold district and points in New York State.

The prices paid are \$8 to \$9.50 for rough and \$13 to \$14 for peeled wood, depending on the location, freight rates and other considerations. The demand for pulpwood at the present time is fair. Many of the larger concerns in Northern Ontario are curtailing their pulpwood operations this season, owing to the unsettled condition of the market generally and the fact that they do not wish to be caught with a large amount on hand and the possibility of the prices falling suddenly.

The market for ground wood pulp and sulphite is quiet at the present time, but is improving somewhat. In the meantime, values are holding firm and the manufacturers expect that stocks which they are piling will soon be taken up when once export is under way. Several thousand tons of sulphite pulp have been shipped to England by Canadian manufacturers since the beginning of 1919, and it is expected there will be a steady gain in the number of requisitions.

Mr. Manbert Presented With Club Bag

A. C. Manbert, of Toronto, who has been appointed representative of the Ontario lumbermen to proceed overseas to Great Britain to conduct a publicity campaign in the interest of the forest products of the province and increasing the market for the same so as to take in certain thickness, widths and grades for which there has not been as large a demand as desired in the past, was not able to get away on February 22 as originally intended, but will sail from St. John, N.B., on his mission on Tuesday, March 4th. The aim and plan of the visit of Mr. Manbert to the Old Country have been referred to at length in these columns and at the recent annual convention of the Canadian Lumbermen's Association, a resolution was adopted endorsing Mr. Manbert and expressing satisfaction that the government of Ontario agreed to his appointment as the nominee of the lumber interests of the province for the promotion of the best interests of the trade abroad. Mr. Manbert was pledged the united support of the Association.

It was felt by the members of the Wholesale Lumber Dealers' Association, Inc., of Toronto, that they could not allow one of their number and a valued member of their Executive to leave without showing him in some tangible way the appreciation and regard in which he is held. Accordingly a deputation from that body, headed by A. E. Clark, Chairman, waited upon Mr. Manbert a few days ago and presented him with a handsome leather club bag. The presentation was made by Mr. Clark in a few appropriate words, in which he conveyed the sentiments of the lumbermen and expressed the hope that the mission of Mr. Manbert would be successful and productive of practical results. The members of the Association had every confidence in him as a live, alert representative of the industry, and wished him every good fortune in his far-reaching and important purpose. Mr. Manbert, who was taken completely by surprise, made a grateful reply and thanked the donors for the many kindnesses and courtesies extended to him and for their co-operation and well wishes. In entering upon the work, which he had in hand, he recognized its important character and would do his utmost to carry out ably and faithfully the undertaking.

Japan now ranks third among the nations of the world in ship-building and fifth in merchant tonnage, according to the fifty-first annual report of the Department of Marine and Fisheries, recently issued.

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This boot is equal to a regular 9 inch boot. 6 inch Driving Boot, Price \$6.75, equal to a regular 7 inch boot. Built of the best selected material and all hand made.

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No. 1, 16 inch Sporting, Price ...	\$8.00
No. 21, 15 " " " "	7.50
No. 41, 10 " " " "	6.00
No. 51, 6 " " " "	4.50

Leg 16 in. high, of No. 1 menonite grain with hooks and eyelets. Side lacing with bellows, which enables wearer to put on with ease.



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Making a Mill Scale Study of Oak

The government Forest Products Laboratory, at Madison, Wis., has completed the data of a mill scale study of white and red oak at the mill of George C. Brown & Co., Proctor, Ark. The study was made in 1915 by David G. White, and the information procured is especially appropriate now in view of the importance of wood in the war. The figures are three years old, but that is an advantage rather than a drawback, because they deal with normal price and usual times, and not with operations carried on under extraordinary conditions due to war, says the "Hardwood Review."

The study included white oak and red oak; the white oak consisting of 150 logs of overcup and cow oak, the red oak of 133 logs of southern red and Spanish. These logs were sawed into lumber of the following dimensions: 91 per cent. was 1, 1½, and 1½ inch lumber; 4½ per cent. was 2 and 3 inch stock; and 4½ per cent. of cross ties and small timbers.

The lumber was graded according to the rules of both the National Hardwood Lumber Association and the Hardwood Manufacturers' Association. The same lumber was inspected twice, the second time after three months of air seasoning, but two inspections were compared, and the results form part of the report. The first inspection was made on the sorting chains at the mill, the second when the piles were taken down.

The first inspection by the Hardwood Manufacturers' rules gave a total of 110,995 feet; by the National Hardwood Lumber Association, 111,247 feet. The second inspection, which was of the air-dry lumber, gave 107,709 feet by the Manufacturers' rules, and 106,973 feet by the National.

The study was planned with the expectation that it would show a number of things relating to the production and care of lumber, among such being the grades and the proportion of each and their origin in logs of different kinds; the cost of stumpage, logging manufacturing, yarding, and general; the losses due to seasoning, and other causes; changes in value during seasoning; waste due to milling and other causes.

The report by Mr. White presents tables and diagrams which gives details as well as totals of all the topics which are worked out; but in the space which can be here given to this review it is not practicable to quote the tables, but an outline of the principal results is shown.

Summary of Conclusions.

The prices used in the discussion and conclusions follow:

	White oak—	Plain	Quarter sawed
Firsts and seconds	\$45		\$68
No. 1 common	22		36
No. 2 common	12		20
No. 3 common	6		6
No. 4 common	4		4
Red oak—			
Firsts and seconds	46		58
No. 1 common	22		35
No. 2 common	12		20
No. 3 common	6		6
No. 4 common	4		4

Stumpage value of \$5 per 1,000, Doyle scale was placed on both white and red oak.

Logging cost was \$6.01, consisting of \$4.50 for delivering logs to the railroad and \$1.51 for delivery at the mill yard.

Manufacturing cost per 1,000 net lumber tally varies with the sizes of logs, but showing an average of \$1.70.

Yarding cost from the mill to the piles and then from the piles to f. o. b. cars, \$1.49.

General costs, consisting of taxes, depreciation, advertising, insurance, rent and several other items, \$2.64.

Financial expenses, consisting of interest and discount, \$0.65.

The losses in footage during seasoning has been figured out on the percentage basis, and the calculations are complicated, due to the fact that account is taken of green lumber, that which is temporarily air-dry, and the final air-dry; and also to the fact that two rules of inspection are considered. The percentages run differently for white oak and red oak, the former loss running from 1.6 per cent. to 3.3; the red oak loss running from 2.8 to 9 per cent. Changes in value during seasoning were not all loss. In some instances a de-

cided increase was shown. Most of the depreciation in the value of white oak appeared in the lumber cut from defective logs.

The waste in manufacturing logs into lumber, not including shrinkage in seasoning and the edging and trimming after seasoning, averaged for white oak logs 41.7 per cent., and for the red oak 29.9 per cent.

Percentage of Grades.

The percentage of grades for both white and red oak logs, under the inspection of the two associations were as follows:

	H.M.A.	N.H.L.A.
Firsts and seconds	20.9	17.9
No. 1 common	46.9	46.5
No. 2 common	13	16.9
No. 3 common	17.1	18.7
No. 4 common	2.1	...

The footage loss in seasoning, between the green and the temporary dry condition, due to shrinkage and degrading below a recognized grade, was as follows in per cent., according to the grading by the two associations:

	H.M.A.	N.H.L.A.
Red oak	2.8	4.7
White oak	1.6	2.5

The footage loss in seasoning between the green and final dry condition was:

	H.M.A.	N.H.L.A.
Red oak	3.4	5.7
White oak	2.4	3.3

The oak study for the year 1915 shows that the profit per hour for the final air-dry condition was more than for the temporary air-dry condition for all classes of logs, according to inspection rules of both associations.

For all classes of logs, the profit per hour for the lumber inspected, both green and dry, was greater under the rules of the Hardwood Manufacturers' Association than under the National Hardwood Lumber Association, except from the lumber inspected green from the sound red oak butt logs. In that case the difference was very small and was due to the larger amount of firsts and seconds recorded by the National inspector for this one class of logs when inspecting the lumber in the green condition.

The profits per hour for the temporary air-dry condition was less than for the lumber inspected green for all classes of logs, according to the rules of both hardwood associations, except where plain sawed sound oak logs were considered by the National inspector. In this case the inspector recorded a very small per cent. more of No. 2 common and better for the temporary air-dry condition than for the green, which reversed the amount of profit per hour for the temporary air-dry and green condition.

In the majority of cases, for the different classes of logs, the profit per hour was more for the lumber in the first air-dry condition than in the green. This shows the wisdom of maintaining a yard resaw and trimmer, since the profit should be less in every case for the final air-dry condition than for the green, if the edging and trimming have been perfect in the mill, and if the same selling prices are used in computing the profits per hour.

The profit per thousand was greater for the white than for the red oak, because of the higher price of quartered material. The profit per hour, however, was greater for the red oak, because of the increased rate of production in plain sawing.

The milling waste for all white and red oak logs was 35.8 per cent. The waste was 46.7 per cent. and 29.9 per cent, for white and red oak respectively.

Chief Forester M. A. Grainger has sent 4,000 feet of B. C. lumber to England for exhibit and analysis. The Imperial Institute will test a quantity of it to determine how it compares with European woods. A number of ten-foot lengths will be used by the lumber commissioner in his efforts to popularize our product in the European markets.

Maple trees are to be planted on the graves of Canadian soldiers fallen in France and Belgium. For this purpose seedlings have been raised at the Royal Botanic Gardens, London, England, from seeds sent overseas by the Dominion horticulturist, Ottawa.



All "Reliance" Chains are provided with a wide-wearing shoe on one side of the link.

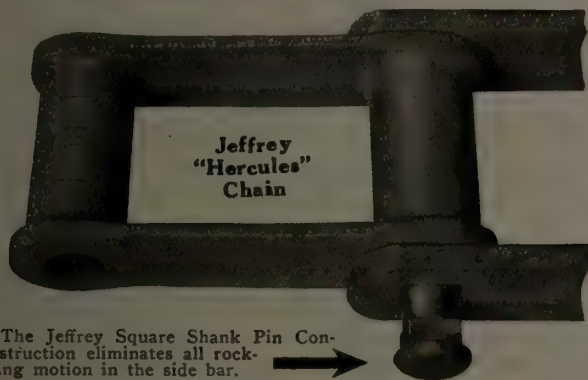
Note also the double-keyed pin head to prevent the pin from turning.



F-4 (B. & F.)

"Reliance" Chain

With F-4 (or B. & F.) Attachments; the best thing for Saw Dust and Light Refuse Conveyers. Used also for Lumber Conveyers.



Jeffrey
"Hercules"
Chain

The Jeffrey Square Shank Pin Construction eliminates all rocking motion in the side bar.

Jeffrey Square Shank Pin Construction

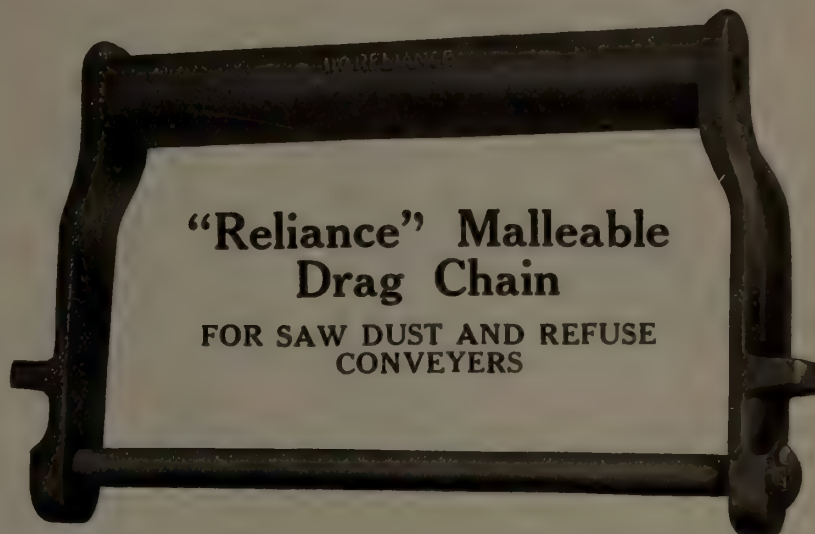
The hard smooth steel pins with the square shanks fit into perfectly square holes. The bearing surface is the full width of the pin. We are the originators of this type of chain and have been building and improving it for 25 years.



F-2 Attachment

Jeffrey Detachable Chain

The type most generally used for Chain Drives. With F-2 Attachments to carry flights, Detachable Chains make good saw dust Conveyers.



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CONVEYERS

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Long Spur

K-5 Attachment



Long Link Coil Chain

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800,000 ft. 2 x 4, 5, 6, 7, 8, 9, 10 in. ... 10/16 ft.

500,000 ft. 3 x 4, 5, 6, 7, 8, 9, 10, 11 in. ... 10/16 ft.

500,000 ft. 3 x 6, 7, 8, 9, 10, 11, 12 in. ... 17/26 ft.

SPRUCE (Mill Cull)

800,000 ft. 1, 2, 2½, and 3 in.

WHITE PINE (Mill Run)

1,200,000 ft. 1, 1½, 1½, 2 and 3 in.

HEMLOCK (Merchantable and Mill Cull)

500,000 ft. 1, 2 and 3 in.

BASSWOOD (Mill Run)

200,000 ft. 1, 1½, 1½, and 2 in.

BIRCH (Mill Run)

600,000 ft. 1, 1½, 1½, 2, 3, and 4 in.

BROWN ASH (Mill Run)

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EDGINGS

Ontario

Laird Bros., of Dresden, who have been in the retail lumber line in Dresden, Ont., for the past thirty-five years, are contemplating retiring in the near future and disposing of their business if they can find a suitable purchaser.

The county of Hastings has appointed a Development Committee to develop the natural and industrial resources of that district. Active committees have been appointed and the chairman of the Timber Committee is C. S. Rollins.

S. H. Arnott of Janetville expired recently when getting out timber, near the village. He fell over dead while working and was found shortly after by one of the other men. Mr. Arnott was 52 years old and leaves a wife and family.

M. & M. A. Deans, Ltd., have been incorporated with head office at Sprucedale, Ont., and capital stock of \$40,000, to carry on business as lumbermen, saw and planing mill operators, manufacturers of lumber, etc. The provisional directors are M. Deans and J. D. Deans.

Thomas McCourt, who has been employed for many years among the leading mills in the Georgian Bay district, and is well known in lumbering circles, has been appointed foreman of the plant of the C.N.R. at Foleyet, Ont., succeeding Thomas Harrison, who intends going to British Columbia. Norman Vanderburg has been placed in charge of woods operations and good began on March 17th.

The forthcoming financial statement of the Abitibi Power & Paper Co. of Iroquois Falls, Ont., is expected to show profits, after operating charges around \$300,000 more than in 1917. In January output of newsprint reached a new high record, being at the rate of 228 tons per day. The output of sulphite pulp is around 130 tons per day. It is stated that the whole of the 1919 production of newsprint has already been sold.

Two million dollars is to be expended in developing and opening up New Ontario, besides improvements in the fire ranging. The T. and N. O. will spend about a million on extensions. It is expected that the Hydro-electric commission estimates will call for another nine millions, as the Chippawa extension scheme will be carried on, as well as development at Nepigon, High Falls and other places. The Government, besides doing what is possible itself to supply a market for labor, will use every effort to stimulate and assist private industrial concerns.

The cold snap about the middle of February, when the thermometer dropped to 20 below zero at the lowest point, has sealed over Parry Sound and stiffened up the ice on the small lakes and the roads through swamps, so that lumbering is going ahead with a rush, and all over the district the roads and lumber roads are lined with teams drawing saw logs "to water," as they say when they dump them on the lakes awaiting the spring drives. The winter of 1877-78 was so mild that no ice formed on Parry Sound, and navigation progress has been made in getting out next season's cut.

Eastern Canada

Ed. Niblock, of Sutton, Que., tapped maple trees last week. This is a record for Quebec, for usually the sap only runs about the middle of March.

Price Bros. & Co. intend erecting a new ground wood pulp plant of ninety tons daily capacity at Jonquiere, and construction will be proceeded with in the spring.

The Riordon Pulp & Paper Co. Ltd., 355 Beaver Hall Square, Montreal, P.Q., are erecting a sulphite pulp mill at Lake Temiskaming, Ont. The new mill will have 30,000 ton capacity and will be in operation by December, 1919.

Announcement that International Paper Co. will build large pulp mill at Three Rivers is taken to reflect new business for Shawinigan Power Co., which controls the power situation in that district. Power requirements of the new mill are estimated at 10,000 h.p.

A federal charter has been granted to Canadian Kraft, Limited, with head offices in Montreal and a capital stock of \$10,000 to import, export, manufacture, sell and deal in paper, and paper and wood products of all kinds. The incorporators are F. B. Common, F. G. Bush, Geo. R. Drennan, H. W. Jackson and M. J. O'Brien, all of Montreal.

Fire in the warehouse of the Nashwaak Pulp & Paper Company, Fairville, recently, destroyed the warehouse and contents, consisting of a stock of broomcorn, owned by T. S. Simms & Company, Limited, and valued at \$10,000. The damage to the warehouse is in the vicinity of \$25,000. The loss on both the warehouse and stock is covered by insurance.

The surplus shell boxes are to be distributed to the poor for firewood in the various cities and towns in which the boxes are located. The Imperial Munitions Board has decided on this method of disposing of these boxes, it being understood that they are not to be sold. In Montreal 32,000 boxes are to be distributed through three societies.

E. Lagueux & Fils, Limitee, has been incorporated with head office at Tring Junction in Beauce County, P.Q., and capital stock of \$250,000, to

carry on lumbering operations; purchase and sell pulpwood and firewood, manufacture and deal in lumber and timber of every kind; also to purchase any timber cuts and land necessary for the purpose of constructing booms, etc. Among those interested are E. Lagueux, J. T. Lagueux, N. Lagueux, P. Lagueux, and J. A. Lagueux, all of Tring Junction.

The plans of the International Paper Company, N.Y., (with which is allied the St. Maurice Lumber Company, Three Rivers, P.Q.,) for newsprint and pulp mills and the development of the Rapides des Froges, Three Rivers, are completed. The mills, it is understood, will be built on land near the site of the present sawmill. The scheme is a very extensive one and will, if fully carried out, involve the expenditure of about 13 million dollars.

The annual general meeting of the Wayagamack Pulp & Paper Co., Ltd., was held recently, and the following were elected directors of the company: C. H. Duggan, Alex. MacIarne, Hugh Mackey, K.C., Jas. W. Pyke, Sir Wm. Price and C. R. Whitehead. C. R. Whitehead was re-elected president and Jas. W. Pyke vice-president.

Western Canada

John D. Roche, lumber agent, has been registered with office at Montreal, P.Q.

The King Lumber Company, Cranbrook, B.C., recently suffered a serious loss by fire when their plant was completely destroyed.

Work is to start shortly on the construction of a dam for the Okanagan Saw Mills Co., Armstrong, B.C. The work will be done under the direction of A. D. Robarge, and the dam will be 600 feet long of timber construction.

The Capilano Timber Co., 510 Hastings St. West, Vancouver, B.C., have started work on a sawmill at North Vancouver, B.C., to cost \$28,000. The building will be 100 x 30. Goodwin G. Johnson is the manager.

The wooden steamer Eirine, built by the Pacific Construction Company, for Mr. Nicholas Galianos, of New York, was successfully launched at Port Coquitlam. She is a vessel of 2,800 tons.

Frank R. Keefe, Burns Lake, B.C., is contemplating the erection of a sawmill and dam at Stellaco River, B.C., to cost \$50,000. Work will be commenced in the spring. The owner is in the market for prices on equipment and material.

Wm. Carr, yard superintendent of the Thurston-Flavelle saw mills, Port Moody, B.C., died recently, aged 33 years. He was an alderman for two years and took an active part in the progress and upbuild of Port Moody. He leaves a wife and two children and his passing is deeply deplored.

Considerable damage was done to building and machinery of Doering & Wilker, Rosthern, Sask., when fire broke out in their planing mill. The net loss is between \$4,000 and \$5,000, and the insurance on the building and equipment is \$7,500.

The Hilversum Garden City Units Ltd., has been incorporated with head office at Winnipeg, Man., and capital stock of \$40,000, to carry on business as wholesale and retail lumber dealers and manufacturers, and to operate sawmills, planing mills, lumber yards, etc.

With the first of five 1,500-ton wooden steamers ready to launch and three more well under way, the New Westminster Construction & Engineering Company, Ltd., has laid the keel of the fifth. Simultaneously the company is engaged in the construction of three larger vessels for the Belgian government. Berths and the keels have already been laid.

J. A. Fodey, of the Monarch Lumber Company, Regina, Sask., stated recently that he had heard nothing of an immediate increase in lumber prices. There was no hope, however, of lower lumber prices within the next six months, from present prospects. Lumber dealers, Mr. Fodey added, were not looking for an increase in prices right away, for the fact that the lumber being delivered now was largely stuff cut last fall.

Great success attended the convention of the yard managers of the Imperial Lumber Co., held in Moose Jaw, Sask., for the points which are directly tributary to that city. After an entire day in conference, which dealt principally with the subject of better service to the customers, the gathering adjourned to the Empress Hotel, where a banquet closed the day. This is practically the first convention of agents ever held by the company and it proved such a success that it is now proposed to make it an annual event.

C. G. Bockus, who for some years has been representative of the Vancouver Lumber Company, of Vancouver, in Alberta, with headquarters at Calgary, has gone to Montreal, where he will take charge of the branch in that city, which is being opened by the Allen-Stoltz Lumber Company, Limited, of Vancouver.

The St. Maurice Forest Protective Association are in communication with the Hon. C. C. Ballantyne, Minister of Marine & Fisheries, Ottawa, with a view to securing two aeroplanes for patrolling their territory next spring. The Quebec Government also proposed to give subsidies to the forest protective associations to aid in the work of aeroplane patrols.

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Approximately 682,000 Acres

situated for the most part in that section of Northern Ontario known as the Clay Belt, and comprising the Townships of Storey, Langemarck, Dowsley, Nassau, Shetland, Staunton, Orkney, Magladery, Caithness, Rykert, Doherty, Whigham, Coppel, Newton, Dale, McOwen, Frater.

The lands in question are accessible to the Algoma Central, Trans-Continental, Canadian Northern, and Canadian Pacific Railways, and should be of particular interest to pulp and paper makers, also to settlers, in view of their agricultural possibilities.

General information will be furnished and plans exhibited at the office of Mr. Alex. Taylor, secretary of the Lake Superior Corporation, 1428 Bank of Hamilton Building, Toronto, or at the office of Mr. G. A. Montgomery, vice-president of the Algoma Eastern Railway Company, Sault Ste. Marie, Ont.

New Dry Lumber For Sale

Approximately 150,000 board feet of hemlock, pine, cypress, maple and oak, mostly 2 inches thick, 6 inches and up wide, 12 feet and up long, located at the plant of the British Chemical Company, Trenton, Ontario.

Approximately 450,000 board feet similar material located at Lindsay Factories, Limited, Toronto.

Approximately 300,000 board feet similar material located at the plant of A. Coates & Sons, Burlington, Ontario.

Approximately 500,000 board feet similar material located at the plant of the Canadian Explosives, Limited, Nobel, Ontario.

The lumber can be seen at the above-mentioned plants, and full particulars will be furnished to interested parties. Tender to be addressed to the **Imperial Munitions Board**, Lumber Department, Imperial Oil Building, Toronto, and to be mailed so as to reach this office not later than March 10th, 1919.

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"The Kiln Drying of Lumber," a Practical and Theoretical Treatise, by Harry Donald-Tiemann, M.E., M.F. Just published by J. B. Lippincott Co. 318 pages, illustrated. Price \$4.

The Preservation of Structural Timber, by Howard F. Weiss. Published in 1915 by McGraw-Hill Book Company, 312 pages, illustrated. Price \$3.

Scribner's Lumber & Log Book. 1917 Edition. Price 35c.

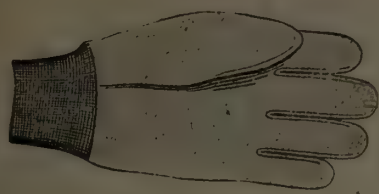
"Climax" tally book, bound in sheep, with hand straps. Size 4 1/4 x 8 1/4, 110 pages. Price \$1.00.

Seasoning of Wood; A Treatise of the Natural and Artificial Processes Employed in the Preparation of Lumber for Manufacture, with Detailed Explanations of its Uses, Characteristics and Properties, by Joseph Wagner. Published by D. Van Nostrand Co., in 1917. 274 pages, illustrated. Price \$3.00.

Utilization of Wood-Waste (Second Revised Edition), by Ernst Hubbard. Published in 1915 by Scott, Greenwood & Sons. 192 pages, illustrated. Price \$1.50.

Vest Pocket Ready Reckoner for Lumbermen. 11th edition. Published by the American Lumberman. Price 35 cents.

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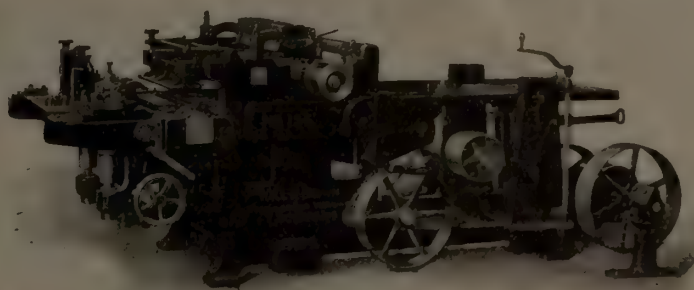


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ALPHABETICAL INDEX TO ADVERTISERS

Alberta Lumber Company .. .	9	Department of Lands, Forests and Mines, Ontario .. .		Heeney, Percy E.	25	Pink Company, Thos.	89
Algoma Steel Corporation .. .	72	Disston & Sons, Henry .. .	69	Hettler Lumber Company, H. H. ..	64	Powell-Myers Lumber Co.	8
Allen-Stoltze Lumber Co.	15	Dominion Lumber & Timber Co. ..	9	Hillas & Company, W. N.	63	Prince Rupert Lumber Co.	20
American Pad & Textile Co.	67	Dudley, A. N.	17	Hoe & Company, R.	81	Pfaff & Whitney .. .	66
American Woodworking Machinery Company .. .	2	Dunfield & Company .. .	10	Hoyt Metal Company .. .	96		
Anderson & Co., C. G.	12	Dunbar Engine and Foundry Co. ..		Huther Bros. Saw Mfg. Co., Inc. ..	70	Rankin-Benedict Co.	76
Atkins & Co., E. C.	88	Dunlop Tire & Rubber Goods Co. ..		Imperial Munitions Board .. .	66	Rat Portage Lumber Company..	25
Atlantic Lumber Co.	27	Duplex Truck Company .. .	93	International Land & Lumber Co. ..	28	Renfrew Planing Mills .. .	20
Atlas Asbestos Company .. .	1	Dupuis Company, J. P.	12	Jeffrey Manufacturing Company. ..	61	River Ouelle Pulp and Lumber Company .. .	20
Austin & Nicholson .. .	28			Johnston, A. H.	82	Russell, Chas. H.	65
		Eagle Lumber Company .. .	64	Jost, P. M.	12	Rutherford & Sons, Wm.	
Bartram & Ball .. .	3	Eaton & Co., J. R.	8				
Beal Bros.		Edwards & Co., W. C.	25	Keewatin Lumber Company .. .	16	Salada Tea Company .. .	53
Becker & Company .. .	63	Eisendrath Glove Co.	70	Knox Brothers .. .	3	Service Lumber Co.	53
Bell Veterinary Wonder Co., Dr. ..	53	Elk Fire Brick Company .. .	77			Sessenwein Brothers .. .	28
Beveridge Paper Co.	72	Elmira Machinery and Transmission Company .. .		Laidlaw Bale Tie Company .. .	53	Sewall, James W.	12
Blakeslee, Perrin & Darling .. .	15	Engineering & Machine Works of Canada, Ltd.	82	Lake Lumber Company .. .	12	Shafer Hardwood Co., John I. ..	21
Bond Engineering Works .. .	82	Excelsior Lumber Company .. .	24	Lake Superior Corporation .. .	66	Shannon Lumber Co., R. P.	20
Bourgouin, H.	65	Exchange Lumber Co.	9	Lamontagne Limited .. .	70	Shearer Company, James .. .	4
Bowater & Sons, W. V.				Leckie, Ltd., John .. .		Sheldons Limited .. .	
Bradley, R. R.	53	Farnsworth & Jardine .. .	12	Long-Bell Lumber Company .. .	29	Shimer Cutter Head Company ..	1
British American Mills and Timber Company .. .	27	Fassett Lumber Company, Ltd.	6	Long Lumber Company .. .	9	Shingle Agency of B. C.	
Burnoil Engine Company .. .	8	Fesserton Timber Company .. .	18	Long Manufacturing Co., E.	94	Snowball Co., J. B.	21
		Fibre Making Processes, Inc.	90	Lumbermen's Underwriting Alliance .. .	22-24	Shurly-Dietrich, Limited .. .	71
Callander Saw Mills .. .	16	Firstbrook Brothers .. .	13			Simonds Canada Saw Co., Ltd. ..	50
Canadian Western Lumber Co.	26	Foss Lumber Company .. .	17	MacLean Daily Reports .. .	53	Smart-Turner Mach. Co., Ltd. ..	1
Carborundum Co.	75	Fraser Companies, Ltd.	14	Main Belting Co.	91	Smith, N.	53
Canadian Consolidated Rubber Company .. .	75	Fraser Bryson Lumber Co., Ltd. ..	9	Marsh Engineering Works, Ltd. ..	68	Spencer Limited, C. A.	64
Campbell MacLaurin Lumber Co.	64			Marsh Engineering Works, Ltd. ..	68	Stratford Oakum Co., Geo.	16
Canada Lumber Company .. .	21	Garlock-Walker Machinery Co.	2	Mason, Gordon & Co.	18	Stearns Salt and Lumber Co.	24
Canada Metal Company .. .	86	Gates, John W.		Mason Regulator Company .. .		Summers, James R.	12
Canadian General Lumber Co.	13	Gerlach Company, Peter .. .	77	McKinnon Columbus Chain Co.	96		
Canadian Link-Belt Company .. .	74	Gartshore, John J.	66	McLaren Belting Company, J. C.	96	Taylor, S. K.	27
Canadian Mathews-Gravity Carrier Company .. .		General Supply Company .. .	83	McLaren, Limited, D. K.	63	Terry & Gordon .. .	5
Canadian Milk Products .. .	57	Gillespie, James .. .	12	McLennan Lumber Co., Ltd.	65	Thurston-Flavelle Lumber Co.	17
Canadian Northern Railway .. .		Gillies' Brothers, Ltd.	18	Mereen-Johnson Co.	81	Timberland Lumber Company ..	21
Canadian Warren Axe & Tool Co.	1	Gloucester Lumber & Trading Co. ..	8	Mershon & Co., W. B.	76	Timms, Phillips & Co.	11
Cane, Jas. G.	21	Genoa Bay Lumber Co.	5	Miller Company, W. H.	25	Toronto Blower Company .. .	65
Cant & Kemp .. .	12	Goodhue & Co., J. L.	69	Montreal Locomotive Works .. .	89	Turner & Sons, J. J.	89
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Chapman Double Ball Bearing Co.	76	Grant, Holden & Graham .. .	83	Moore, Jr., E. J.	25	Union Stock Yards .. .	53
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Copeland Shoepack Co.	59	Hall & Brown Machinery Co.	67	Parry Sound Lumber Co., Ltd.	21	Webster & Brother, Ltd., James. ..	12
Consumers Cordage Co.	67	Hamilton Company, William .. .	92	Payette Company, P.	74	West & Peachey .. .	96
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Davies Company, William .. .	30	Harris Tie and Timber Company ..	16	Petrie, H. W.	13	Woods Manufacturing Co., Ltd.	59
		Hart & McDonagh .. .	24	Philadelphia Textile Machinery Company .. .	70	Wuichet, Louis .. .	9
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BECAUSE their experts knew that by the aid of this machinery they could do their work in the quickest possible time, and at the least expense.



Standard 2 Drum Engine for Skidding or Loading Logs the year round.

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THERE are wet places in every saw and pulp mill where nothing but the highest class belting can "make good." It is for these wet places that we recommend what most mill-men swear by—our

"ACME WATERPROOF" BELT

This belt is especially made for a rough and trying service. It has less stretch than any other belt by 15 to 25 per cent.

When you are overhauling try a Goodhue "Acme Waterproof" belt. Other Goodhue belts are "Extra" and "Standard."

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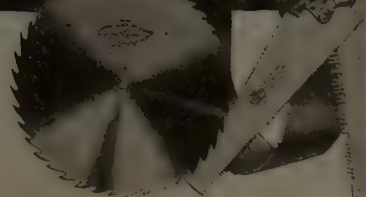
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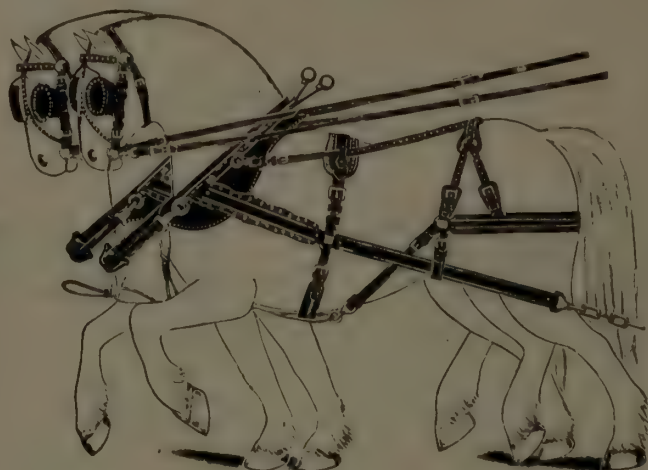
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Economical because of the unusual wear that is had from every pair, and popular with thousands of lumbermen because of their warmth and comfort. "ASBESTOL" Gloves and Mittens afford absolute hand protection to men in the lumber camps. They are durable and dependable and will outwear gloves and mittens of the ordinary kind.

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Your individual problems of veneer drying may be different or the conditions more exacting. Because it is seldom that two drying problems are the same our engineers make a special study of your particular conditions, considering the relation of the drying to preceding and following operations, quantity to be dried, number of men employed, heat available, cost of power, etc.

Proctor DRYERS for VENEERS

give a perfectly flat and pliable product without checks or splits

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Builders of Drying Machinery
SEVENTH STREET AND TABOR ROAD, PHILADELPHIA, PA., U.S.A.
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USED STEAM ENGINES FOR SALE

One Left-Hand Improved Horizontal Simple Automatic Laurie Corliss Engine.

Diameter of Cylinder	28"
Length of Stroke of Piston	48"
No. of Revolutions per minute..	75
Fly Wheel	18" x 12½" Face
Weight	40,000 lbs.
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One 25" x 50" Left-Hand Wheelock Engine.

One 20½" x 46" Left-Hand Wheelock Engine.

These engines are in excellent condition.

Photograph and full particulars will be sent on application to

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Grooves cut with Huther Bros. Dado Heads.

Fits Any Saw Mandrel

A Huther Bros. Dado Head consists of two outside cutters and enough inside cutters to make the required cut. This Head will cut perfect grooves, with or across grain, any width. It is an easy Head to keep in perfect condition, has a simple quick adjustment, and may be enlarged any time after purchase. Sent on approval and if not satisfactory return at our expense.

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For
Lumbermen



ESTABLISHED 1852



WELL equipped for the day's work is the man clad in a Clark Mackinaw Coat.

The Coat is comfortable and warm. It is neat, light in weight, and allows freedom in movement while at work.

This is only one of the many splendid articles of Lumbermen's equipment made by the A. R. Clarke Company; we can supply coats and pants in duck, beaver, corduroy, leather and sheepskin. Also gloves, mitts, moccasins, shirts, and socks—each unexcelled in its line.

We understand the needs of the man in the bush, and we are making it our business to supply products of entire satisfaction. Try Clarke's.

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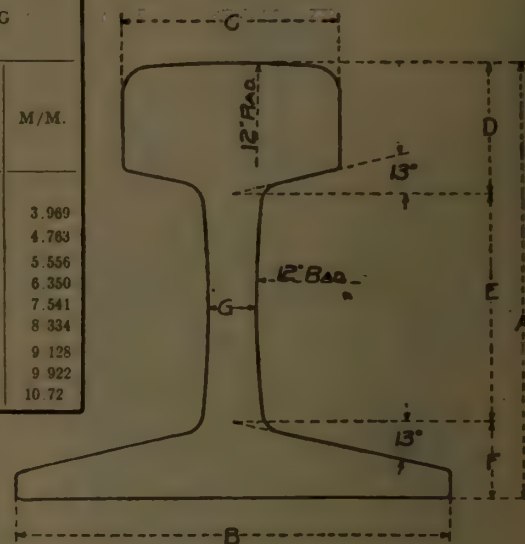
Be sure to see our traveller, he will be round shortly

Algoma LIGHT STEEL RAILS

For Mining and Lumbering Purposes

All Complete with Splice Bars

WEIGHT		A		B		C		D		E		F		G	
POUNDS PER YARD	KILOS PER METER	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.	INCHES	M. M.	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.
8	3.97	1 $\frac{1}{16}$	39.69	1 $\frac{1}{16}$	39.69	1 $\frac{1}{16}$	20.64	1 $\frac{1}{2}$	11.91	1 $\frac{1}{16}$	20.64	$\frac{3}{8}$	7.144	$\frac{1}{8}$	3.969
12	5.95	2	50.80	2	50.80	1	25.40	$\frac{3}{8}$	14.29	1 $\frac{1}{8}$	27.78	1 $\frac{1}{2}$	8.731	$\frac{3}{4}$	4.763
16	7.94	2 $\frac{3}{8}$	60.33	2 $\frac{3}{8}$	60.33	1 $\frac{1}{4}$	29.77	$\frac{1}{2}$	16.27	1 $\frac{3}{8}$	34.53	$\frac{3}{4}$	9.525	$\frac{3}{4}$	5.556
20	9.92	2 $\frac{7}{8}$	66.68	2 $\frac{7}{8}$	66.68	1 $\frac{1}{2}$	34.13	$\frac{5}{8}$	18.26	1 $\frac{3}{4}$	37.31	$\frac{3}{4}$	11.11	$\frac{1}{2}$	6.350
25	12.40	3 $\frac{1}{8}$	69.85	3 $\frac{1}{8}$	69.85	1 $\frac{3}{4}$	38.10	$\frac{3}{4}$	19.84	1 $\frac{3}{4}$	37.70	$\frac{3}{4}$	12.30	$\frac{1}{4}$	7.541
30	14.88	3 $\frac{3}{8}$	79.38	3 $\frac{3}{8}$	79.38	1 $\frac{1}{2}$	42.86	$\frac{7}{8}$	22.23	1 $\frac{3}{4}$	43.66	$\frac{1}{2}$	13.49	$\frac{3}{4}$	8.334
35	17.36	3 $\frac{7}{8}$	84.14	3 $\frac{7}{8}$	84.14	1 $\frac{3}{4}$	44.45	$\frac{1}{2}$	24.21	1 $\frac{3}{4}$	45.24	$\frac{3}{4}$	14.68	$\frac{3}{4}$	9.128
40	19.84	3 $\frac{1}{2}$	88.90	3 $\frac{1}{2}$	88.90	1 $\frac{3}{4}$	47.63	1 $\frac{1}{4}$	25.80	1 $\frac{3}{4}$	47.23	$\frac{3}{4}$	15.88	$\frac{3}{4}$	9.922
45	22.32	3 $\frac{1}{2}$	93.66	3 $\frac{1}{2}$	93.66	2	50.80	1 $\frac{1}{2}$	26.99	1 $\frac{3}{4}$	50.01	$\frac{3}{4}$	16.67	$\frac{3}{4}$	10.72



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Limited

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**Increase
Your
Boiler
Efficiency**

PLIBRICO is
a plastic sub-
stance that makes
a solid one-piece Lin-
ing without Joints by
your own men for your
Steam Boilers, Wood-
Burners, Kilns, Dutch-
Ovens, &c. Will outwear
any fire-brick made and does
away with Fire-Clay.

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Montreal and St. John, N.B.

Agents
Coast to Coast



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The well-known English Wood Preservative and Stain for interior and exterior use. Made in various colours. Satisfaction at minimum price.

STORMTIGHT Plastic and Liquid CEMENTS

Make a permanent, one-piece, leakless roof at the lowest possible cost. Always ready for use by anyone, regardless of weather conditions.

The simplest and cheapest method for sealing leaks and making repairs on any surface, including shingles. Apply now and forget your roofs until 1928.

Also for weatherproofing walls, floors, foundations.

LAPIDOLITH
TRADE MARK

Will make Concrete "Hard as Granite," so that floors will not develop holes that require patching.

Will also be Dustproof and Moistureproof.

D.K. McLaren's

GENUINE BRITISH-OAK TANNED

LEATHER BELTING

TRADE

MARK

Grows Steadily in Preference

Meritorious service under the severest tests of modern demands has placed this belting first and foremost in the estimation of engineers and machinists.

Wherever the output is a large one and the strain severe, the logical belting for reliability is D. K. McLAREN'S. It makes the utmost use of power by losing none in transmission. Is it on your wheels?

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FOR EVERY PURPOSE

Whether your problem is one of power transmission, elevating or conveying, we have a type of Link-Belt especially designed for the purpose.

And when we say "especially designed," we mean it. For our engineers have spent years in the study of the peculiar conditions and requirements which various industries place upon Link-Belt. Each type has been designed not with the thought of how cheaply it can be made, but how perfectly it can serve its purpose. We show two types of Link-Belt here. Our catalogue shows many others. Send for a copy.



CANADIAN LINK-BELT COMPANY, LIMITED
Wellington and Peter Streets, Toronto

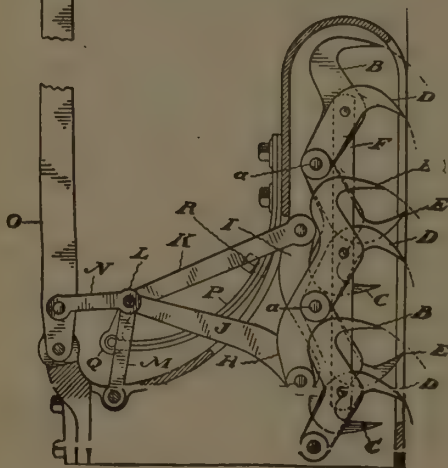
MADE AND CARRIED IN STOCK IN CANADA

A Boon to Lumbermen

Payette's Famous Patent Mill Dogs

650 Sets already sold

Fig. 1



**B
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- (1) They will dog with perfect ease and safety in any class of timber.
- (2) Will dog just as easily, frozen maple or hardwoods of any description.
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Write us for full particulars and booklet on same.

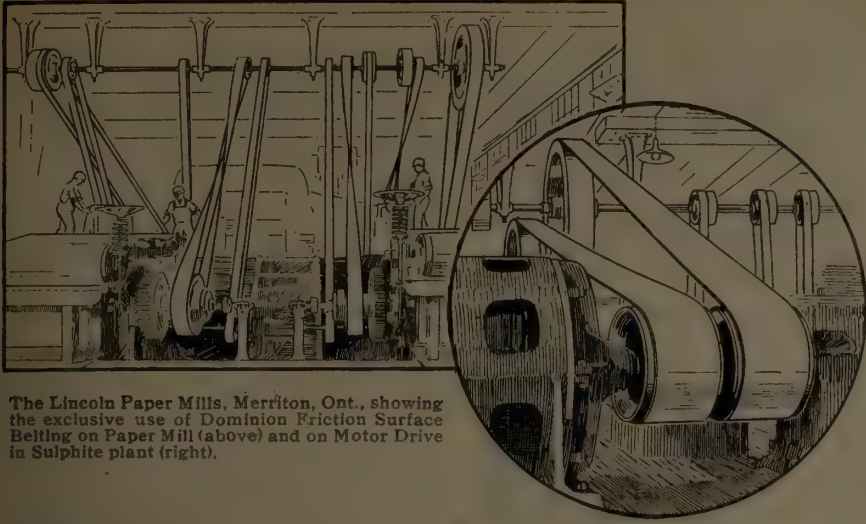
We also manufacture the following High-Grade Saw-Mill Machinery:—New Modern Saw-Mill Carriages, with either three or two head blocks; P. Payette's New Patent Saw-Mill Dog, for use in either winter or summer. P. Payette's Grip-Set Works; Steam Feed Valves, Steam Lifter and Loaders, Valves. Five different classes and styles of Edgers, for either light or heavy duty. Combined Gang-Circulars and Edgers, or Independent Gang Circulars. Steam-Canters, Steam Lifters and Loaders, and a general line of saw-mill machinery. Detachable Chain-Sprockets, Castings of Gray-Iron, Semi-Cast Steel, and brass castings for general use. Descriptive Booklet and prices mailed free upon request.

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Engineers and Machinests

Penetanguishene, Ontario

J. T. PAYETTE, Proprietor



The Lincoln Paper Mills, Merriton, Ont., showing the exclusive use of Dominion Friction Surface Belting on Paper Mill (above) and on Motor Drive in Sulphite plant (right).

"Perfectly Satisfactory Service"

This is the way the Lincoln Paper Mills of Merriton, Ontario, sums up

Dominion Friction Surface Belting

The conviction expressed in this statement is clearly established by the fact that our belting is used exclusively in both the paper mill and sulphite plant of the Lincoln Paper Mills.

The reason is obvious—Dominion Friction Surface Belting is not merely rubberized fabric—it is saturated with our special friction rubber surfacing which makes it take a non-slip grip on pulleys that transmits the total force, of each power unit, that can be transmitted by belting.

It is the result of over fifty years of belt-making experience by the oldest and largest rubber organization in Canada.

It is absolutely uniform and dependable—conserves power and labor—"speeds up" production and is the most economical belt for every transmission purpose.

Our belting engineers have increased the efficiency of belting equipment in Canada's largest manufacturing plants—the services of these experts are at your call without charge.

A phone or wire to our nearest branch places you under no obligation and will help to cut your manufacturing cost



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Listen to an Aloxite Saw Gumming Wheel in Action



IT sounds good. There is none of that rasping or screeching that indicates undue friction or drag. Aloxite Wheels sing the song of clean cutting—and they cut cool and hold their shape and show long life.

There isn't any more a saw gumming wheel can do, is there?

Aloxite Saw Gumming Wheels

Are made in all standard shapes and sizes. They are uniform in grit and grade. No guess work.

They are Saw Gumming Wheels
—Made for Saw Gumming

The Carborundum Company

Niagara Falls, N. Y.

Many Fires in Lumber Mills have been caused by Hot Boxes

This risk can be eliminated by the use of
Chapman Double Ball Bearings

— IN —

Shafting, Hangers, Pillow Blocks
Loose Pulleys, etc.



Chapman Double Ball Bearings

decrease the friction loss 75% and do not generate heat.

No oil is used, a little Tranco Grease once or twice a year is the only lubricant required, consequently dust does not adhere to the outside of the bearing.

There is no spoilage from oil drip, and cleanliness may be easily maintained.

If you realized what these savings mean you will agree that

**You pay for Chapman bearings
whether you buy them or not**

**Chapman Double Ball Bearing
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Saginaw 66-inch Band Resaw

IN modern sawmills the Band Resaw is now considered indispensable, both from the standpoint of increased lumber product of the log and decreased labor cost of manufacture. We build a complete line of vertical and horizontal Band Resaws.

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Organized in 1898

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For 20 YEARS the best example of the RECIPROCAL or INTER-INSURANCE plan successfully applied to the lumber industry and still the LARGEST AND STRONGEST CO-OPERATIVE EXCHANGE furnishing AT COST ideal fire insurance for Saw Mill plants and giving the best service, which includes

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The Certainty of Prompt and Equitable Adjustment

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Help yourself and your fellow lumbermen by joining our membership, or if already a member, by giving us more of your business.

THIS ASSOCIATION HAS BENEFITED EVERY SAW MILL OWNER AND SO DESERVES YOUR FULL SUPPORT. Ask your neighbor or

Our representative will call on you at your convenience

Rankin-Benedict Underwriting Company

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Licensed in Canada

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Don't Blame the **FIRE BRICK**

if it fails to give satisfaction. More likely than not you have been using the wrong kind for your particular purpose. A firebrick intended for use in a small hand-fired boiler may not give the same result if used under high pressure boiler with mechanical stoker.

So when sending us your enquiries be sure to specify for what purpose these brick are to be used.

You are sure then of a high quality brick, that is absolutely the best for your purpose.

We Manufacture the Following Well Known Brands

**"Elkco Special," "Elk Steel,"
"St. Marys," "Keystone" and "Rotex"**

Catalogue is yours for the asking.

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HIGH GRADE FIRE BRICK and CLAY

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Representatives for Maritime Provinces:

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**PRODUCES THE BEST
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**Tight or Slack Staves,
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100% to 400% profit in Cooperage
Stock today. Be wise and purchase
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DIXIE PORTABLE GASOLINE DRAG SAW

Present Price \$225.00 with 1 Blade

Circular, Drag and Cylinder Saws
made since 1854

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Established 1854

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Manufactured in Galt, Canada



We absolutely guarantee every Maple Leaf Saw. The fine Razor Steel used in all our saws is manufactured exclusively for us. Our secret tempering process refines and toughens the raw material to such an extent that Maple Leaf Saws will stand up under the most severe tests and last longer than any other saws on the market.

Write for our catalogue and prices

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GALT, CANADA

WESTERN BRANCH—1642 Pandora St., Vancouver B.C.

EASTERN BRANCH—306-308 Wellington Street, Ottawa, Ont.



Completely Standardized on Belting

ONE of the greatest compliments ever paid Goodyear Extra Power Belting comes to us from Port Arthur, Ont. In May, 1918, the big plant of the Port Arthur Pulp & Paper Company was opened. In six months they had decided to use nothing but Goodyear Extra Power Belts on their Mill machinery.

This decision was not made in a moment. Extra Power received as severe a testing as was ever given belting.

From barkers and grinders, down to cutters and pumps, "Extra Power" was submitted to all the gruelling work and difficult conditions that a pulp and paper plant affords.

"In the six months that we have been in operation," writes Mr. A. G. Pounsford, the General Manager, "we have only had three belt failures, all of which were due to improper riveting."

It is important to remember that belting service in such a plant means continuous service—a breakdown on one machine means a complete shut-down of all production.

To decide, therefore, to standardize on Extra Power Belting, in view of the "very good service" it has given, is a splendid tribute to its dependability and all-round merits.

These time and money-saving features of "Extra Power" are winning for this modern belt a dominant place in Canadian industry.

There are executives in your line of business who keep belt records, who buy on known facts, who balance length of service and performance against price—men whose experience with "Extra Power" will interest you.

Let us send a man trained by Goodyear to discuss your belt problems. No obligation, of course. Just 'phone, write, or wire our nearest branch.

**The Goodyear Tire & Rubber
Co., of Canada, Limited**

Branches: Halifax, St. John, Montreal, Ottawa, Toronto, Hamilton, London, Winnipeg, Regina, Calgary, Edmonton, Vancouver, Victoria.

Service stocks in smaller cities

GOODYEAR
MADE IN CANADA
EXTRA POWER BELTING

The Ideal Edger for Light Mills

Specifications

Our new Double Edger is built on entirely new lines, and possesses many features that commend it to mill men. The saving in material alone will soon pay for the machine. The output of a mill with this machine can be increased by one-third. It is best adapted for medium-sized or portable mills that cut from 5,000 to 25,000 feet of lumber per day.

SAWS—This Edger is fitted with either two or three saws as required. The saws are 16 in. in diameter, and 10 in. gauge. The greatest distance between saws is:—Two saw machines, 24 in.; three saw machine, 20 in., the least distance between saws, 2 in.

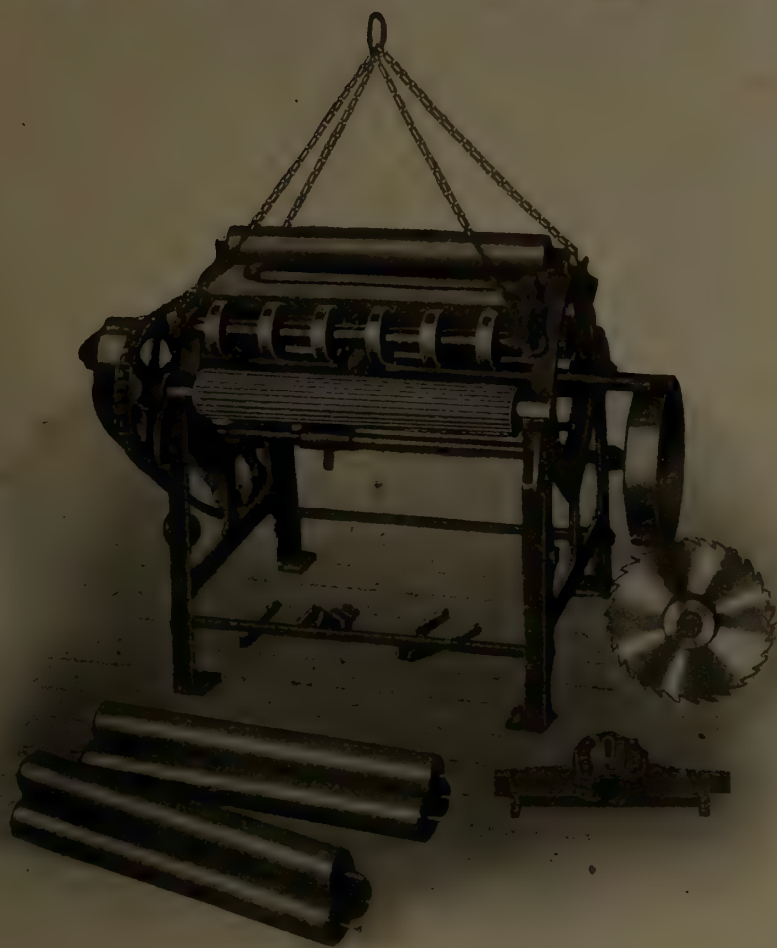
DRIVE PULLEY—The Drive Pulley is 9 in. x 9 in., affording a good belt grip, and is supported by an outside bearing.

SAW ARBOR—The Saw Arbor is made of 2½ in. steel, and has very wide bearings.

*For Shingle, Lath and Portable Saw Mill Machinery
write the well known manufacturers*

The G. Walter Green Co.
Limited
PETERBOROUGH, ONT.

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Rubber Goods FOR LUMBERMEN

Belting Our long experience in the making of Rubber Belts enables us to specialize on this line. "P.M.S.," "Special Drive" and "Lion" are our leading brands for power transmission.

Packings "Redstone" High Pressure Sheet Packing has proved by test that it will outlast any other similar packing on the market. We make Spiral and Ring Packings, etc., that are equally reliable.

Hose for Steam, Water, etc., in various grades, made especially to give satisfactory and economical service under different conditions.

Fire Hose One or more of our twenty brands of Fire Hose will be found, not only in the best equipped Factories, Mills, etc., but in almost every Fire Department in the Dominion.

Gutta Percha & Rubber, Limited

TORONTO MONTREAL WINNIPEG REGINA SASKATOON CALGARY EDMONTON VANCOUVER

CURRENT LUMBER PRICES—WHOLESALE

TORONTO, ONT.

Prices in Carload Lots, F.O.B. cars Toronto.

White Pine:		
1 x 4/7 Good Strips	\$59 00	\$62 00
1 1/4 and 1 1/2 x 4/7 Good Strips	63 00	66 00
2 x 4/7 Good Strips	63 00	66 00
1 x 8 and up Good Sides	75 00	77 00
1 1/4 and 1 1/2 x 8 and wider Good Sides	88 00	90 00
2 x 8 and wider Good Sides	90 00	95 00
1 in. No. 1, 2 and 3 Cuts	55 00	58 00
5/4 and 6/4 No. 1, 2 and 3 Cuts	65 00	67 00
2 in. No. 1, 2 and 3 Cuts	70 00	72 00
1 x 4 and 5 Mill Run	47 00	49 00
1 x 6 Mill Run	48 00	51 00
1 x 7, 9 and 11 Mill Run	47 00	50 00
1 x 8 Mill Run	50 00	52 00
1 x 10 Mill Run	53 00	55 00
1 x 12 Mill Run	54 00	57 00
5/4 and 6/4 x 4 Mill Run	47 00	49 00
5/4 and 6/4 x 5 Mill Run	47 00	49 00
2 x 4 Mill Run	47 00	49 00
2 x 6 Mill Run	48 00	50 00
2 x 8 Mill Run	48 00	50 00
2 x 10 Mill Run	51 00	53 00
2 x 12 Mill Run	53 00	55 00
1 in. Mill Run Shorts	39 00	40 00
1 x 4 and up 6/16 No. 1 Mill Culls	41 00	41 00
1 x 10 and up 6/16 No. 1 Mill Culls	44 00	44 00
1 x 12 and up 6/16 No. 1 Mill Culls	44 00	44 00
1 x 4 and up 6/16 No. 2 Mill Culls	31 00	31 00
1 x 10 and up 6/16 No. 2 Mill Culls	34 00	34 00
1 x 4 and up 6/16 No. 3 Mill Culls	22 00	22 00

Red Pine:		
1 x 4 and 5 Mill Run	42 00	43 00
1 x 6 Mill Run	42 00	44 00
1 x 8 Mill Run	45 00	47 00
1 x 10 Mill Run	48 00	50 00
2 x 4 Mill Run	42 00	43 00
2 x 6 Mill Run	43 00	44 00
2 x 8 Mill Run	44 00	45 00
1 in. Clear and Clear Face	53 00	54 00
2 in. Clear and Clear Face	53 00	54 00

Spruce:		
1 x 4 Mill Run	41 00	42 00
1 x 6 Mill Run	43 00	44 00
1 x 8 Mill Run	44 00	45 00
1 x 10 Mill Run	45 00	47 00
Mill Culls	34 00	36 00
Hemlock, No. 1, in carload lots, f.o.b. Toronto:		
1 x 4 and 5 in. x 9 to 16 ft.	32 00	33 00
1 x 6 in. x 9 to 16 ft.	37 00	38 00
1 x 8 in. x 9 to 16 ft.	38 00	39 00
1 x 10 and 12 in. x 9 to 16 ft.	38 00	39 00
1 x 7, 9 and 11 in. x 9 to 16 ft.	35 00	37 00
2 x 4 to 12, 10 and 16 ft.	36 00	37 00
2 x 4 to 12 in., 12 and 14 ft.	35 00	36 00
2 x 4 to 12 in., 18 ft.	37 00	38 00
2 x 4 to 12 in., 20 ft.	38 00	39 00
1 in. No. 2, 6 ft. to 16 ft.	30 00	31 00
2 in. No. 2, 4 in. and up in width, 6 to 16 ft.	30 00	31 00

Douglas Fir, delivered in Toronto:		
Dimension Timber up to 32 feet:		
6x8 and 8, 10x10 and 12, 12x12	\$50 00	
6x10, 8x10, 10x14, 12x14, 14x14	51 00	
6x12, 8x12	52 00	
14x16, 16x16	52 50	
6x14, 8x14, 10x16, 12x16	54 00	
14x18	54 50	
8x16, 10x18, 12x18	55 00	
18x18, 20x20	55 50	
12x20, 24x24	56 00	

Timber in lengths over 32 feet subject to negotiation.

Fir flooring, 1 x 3, edge grain .. 59 00

Fir flooring, 1 x 4, edge grain .. 59 00

Fir flooring, 1 x 4, flat grain .. 44 00

No. 1 and 2, 1 in. clear Fir dough (Depending upon widths) 50 00 60 00

No. 1 and 2, 1 1/4 and 1 1/2 in., clear Fir rough:		
No. 1 and 2 2 in. clear Fir rough	53 00	61 00
1 x 5 and 1 x 6 Fir casing	61 00	
1 x 8 and 1 x 10 Fir base	63 00	
1 x 8 and 1 x 10 x 12 E. G. stepping	74 00	
1 1/4 and 1 1/2 x 8 x 10 x 12 E. G. stepping	64 00	
1 in. clear Fir, d 4 sides	56 50	58 00
1 1/4 in. clear Fir, d 4 sides	55 50	58 00
XX B. C. cedar shingles	3 50	
XXX 6 butts to 2 in.	4 50	
XXXXX 5 butts to 2 in.	5 25	

TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out.

Ash, white, dry weight 3800 lbs. per M. ft.		
	1s & 2s	No. 1
4/4	\$80.00	\$80.00
5/4 & 6/4	85.00	83.00
8/4	95.00	75.00
10/4 & 12/4	110.00	100.00
16/4	125.00	115.00

Ash, Brown		
4/4	70.00	50.00
5/4	75.00	60.00
8/4	78.00	65.00

Birch, dry weight 4000 lbs. per M. ft.		
	1s & 2s	No. 1
4/4	65 66	48 50
5/4 and 6/4	67 70	50 55
8/4	70 72	51 57
10/4 and 12/4	80 90	65 73
16/4	90 98	75 83

Basswood, dry weight 2500 lbs. per M. ft.		
	1s & 2s	No. 1
4/4	\$68.00	\$53.00
5/4 & 6/4	70.00	60.00
8/4	75.00	63.00

Chestnut, dry weight 2800 lbs. per M. ft.		
	1s & 2s	No. 1
4/4	\$65.00	\$50.00
5/4 & 6/4	72.00	58.00
8/4	72.00	58.00

Elm, soft, dry weight 3100 lbs. per M. ft.		
	1s & 2s	No. 1
4/4	58.00	45.00
5/4 & 6/4	58.00	45.00
12/4	65.00	55.00

Gum, red, dry weight 3300 lbs. per M. ft.		
	1s & 2s	No. 1
4/4	\$60.00	\$50.00
5/4 & 6/4	62.00	52.00
8/4	65.00	55.00

Gum, Sap		
	1s & 2s	No. 1
4/4	\$50.00	\$45.00
5/4 & 6/4	54.00	47.00
8/4	55.00	47.00

Hickory, dry weight, 4500 lbs. per M. ft.		
	1s & 2s	No. 1
4/4	\$75.00	\$45.00
5/4 & 6/4	100.00	75.00
8/4	90.00	60.00

Maple, hard, dry weight 3900 lbs. per M. ft.		
	1s & 2s	No. 1
4/4	\$58.00	\$45.00
5/4 & 6/4	63.00	48.00
8/4	68.00	58.00
12/4	75.00	65.00
16/4	90.00	80.00

The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.

Mill run grade, No. 3 and better ... \$38.00

No. 2 and better ... 47.00

White and Red Oak, plain sawed, dry weight 4000 lbs. per M. ft.

1s & 2s		
4/4	\$78.00	\$55.00
5/4 & 6/4	80.00	60.00
8/4	90.00	65.00
10/4	95.00	70.00
12/4	100.00	80.00
16/4	110.00	90.00

White Oak, quarter cut, dry weight 4000 lbs. per M. ft.

1s & 2s		
4/4	\$105.00	\$80.00
5/4 and 6/4	110.00	90.00
8/4	115.00	85.00

Red Oak, quarter cut.		
	1s & 2s	No. 1
4/4	\$85.00	\$60.00
5/4 & 6/4	100.00	75.00
8/4	105.00	80.00

OTTAWA, ONT.

Manufacturers' Prices

Pine good sidings:		
1 in. x 7 in. and up	\$60 00	70 00
1 1/4 in. and 1 1/2 in. x 8 in. & up	70 00	75 00
2 in. x 7 in. and up	72 00	75 00
No. 2 cuts 2 x 8 in. and up	45 00	50 00

Pine good strips:		
1 in.	53 00	
1 1/4 in. and 1 1/2 in.	60 00	
2 in.	60 00	

Pine good shorts:		
1 in. x 7 in. and up	50 00	
1 in. x 4 in. to 6 in.	40 00	
1 1/4 in. and 1 1/2 in.	58 00	
2 in.	58 00	
7 in. to 9 in. A sidings	40 00	

Pine, No. 1 dressing sidings	47 00	50 00
Pine, No. 1 dressing strips	40 00	45 00
Pine, No. 1 dressing shorts	38 00	40 00
Pine, 1 in. x 4 in. s.c. strips	44 00	
Pine, 1 in. x 5 in. s.c. strips	44 00	
Pine, 1 in. x 6 in. s.c. strips	46 00	
Pine, 1 in. x 7 in. s.c. strips	46 00	
Pine, 1 x 8 in. s.c., 12 to 16 ft.	48 00	
Pine, 1 in. x 10 in. M.R.	51 00	
Pine, s.c. sidings, 1 1/2 and 2 in.	47 00	
Pine, s.c. strips 1 in.	40 00	
1 1/4, 1 1/2 and 2 in.	42 00	
Pine, s.c. shorts, 1 x 4 to 6 in.	38 00	
Pine, s.c. and bet., shorts 1 x 5	36 00	
Pine, s.c. and bet., shorts, 1 x 6	40 00	
Pine, s.c. shorts, 6'-11', 1"x10"	45 00	

Pine box boards:

1"x4" and up, 6'-11' .. 38 00

1"x3", 12'-16' .. 42 00

Pine, mill culls, strips and sidings, 1 in. x 4 in. and up, 12 ft. and up .. 38 00

Mill cull shorts, 1 in. x 4 in. and up, 6 ft. to 11 ft. .. 35 00

O. culls r & w p .. 28 00

Red Pine, log run:

mill culls out, 1 in. .. 32 00

mill culls out, 1 1/4 in. .. 38 00

mill culls out, 1 1/2 in. .. 38 00

mill culls out, 2 in. .. 34 00

mill culls, white pine, 1"x7" and up .. 34 00

Mill run Spruce:		
1"x4" and up, 6'-11'	32 00	33 00
1"x4" and up, 12'-16'	34 00	
1"x6" 10" and up, 12'-16'	40 00	42 00
1 1/4"x7" 8" and up, 12'-16'	40 00	42 00
1 1/4"x10" and up, 12'-16'	46 00	
1 1/4"x2" x 12" and up, 12'-16'	44 00	

Spruce, 1-in. clear (fine dressing and B)		
Hemlock, 1-in. cull	25 00	27 00
Hemlock, 1-in. log run	30 00	35 00
Hemlock, 2x4, 6, 8, 10, 12/16'	30 00	35 00
Tamarac	24 00	26 00
Basswood, log run, dead culls out	40 00	50 00
Basswood, log run, mill culls out	45 00	50 00
Birch, log run	30 00	32 00
Soft Elm, common and better, 1, 1 1/4, 2 in.	25 00	30 00
Ash, black, log run	32 00	40 00
1 x 10 No. 1 barn	52 00	
1 x 10 No. 2 barn	46 00	
1 x 8 and 9 No. 2 barn	42 00	
Lath per M:		
No. 1 white pine, 1 1/2 in. x 4 ft.	5 00	
No. 2 white pine	4 50	
Mill run white pine	4 75	
Spruce, mill run 1 1/2 in.	4 00	
Red pine, mill run	4 25	
Hemlock, mill run	4 00	
32-in. lath	2 00	2 25
White Cedar Shingles:		
xxxx, 18 in.	5 00	
Clear butt, 18 in.	4 00	
18 in. xx	2 75	
Spruce logs (pulp)	13 00	15 00

QUEBEC, QUE.

White Pine		
First class Ottawa waney, 18 in. average, according to lineal	80	90
19 in. and up average	85	95

Spruce Deals		
3 in. unsorted Quebec, 4 in. to 6 in. thick	\$31 00	\$34 00
3 in. unsorted, Quebec, 7 in. to 8 in. thick	35 00	37 00
3 in. unsorted Quebec, 9 in. thick	40 00	45 00

Oak		
According to average and quality	Per Cubic Ft.	
55 ft. cube	85	95
According to average and quality, 40 to 45 feet, cube	95	1 05
According to average and quality, 30 to 35 feet	75	85

Birch Planks		
1 to 4 in. thick, per M. ft.	40 00	45 00

SARNIA, ONT.

Fine, Common and Better		
1 x 6 and 8 in.	\$30 00	
1 in., 8 in. and up wide	90 00	
1 1/4 and 1 1/2 in. and up wide	100 00	
2 in. and up wide	105 00	

Cuts and Better		
4/4 x 8 and up No. 1 and better	75 00	
6/4 x 8 and up No. 1 and better	85 00	
8/4 x 8 and up No. 1 and better	87 00	

No. 1 Cuts		
1 in., 8 in. and up wide	63 00	
1 1/4 in., 8 in. and up wide	72 00	
1 1/2 in., 8 in. and up wide	73 00	
2 in., 8 in. and up wide	78 00	
2 1/2 and 3, 8 in. and up wide	100 00	
4 in., 8 in. and up wide	105 00	

No. 1 Barn		
1 in., 10 to 16 ft. long	\$53 00	\$63 00
1 1/4, 1 1/2 and 2 in., 10/16 ft.	58 00	64 00
2 1/2 to 3 in., 10/16 ft.	73 00	

No. 2 Barn		
1 in., 10 to 16 ft. long	50 00	56 00
1¼, 1½ and 2 in., 10 to 16 ft.	51 00	56 00

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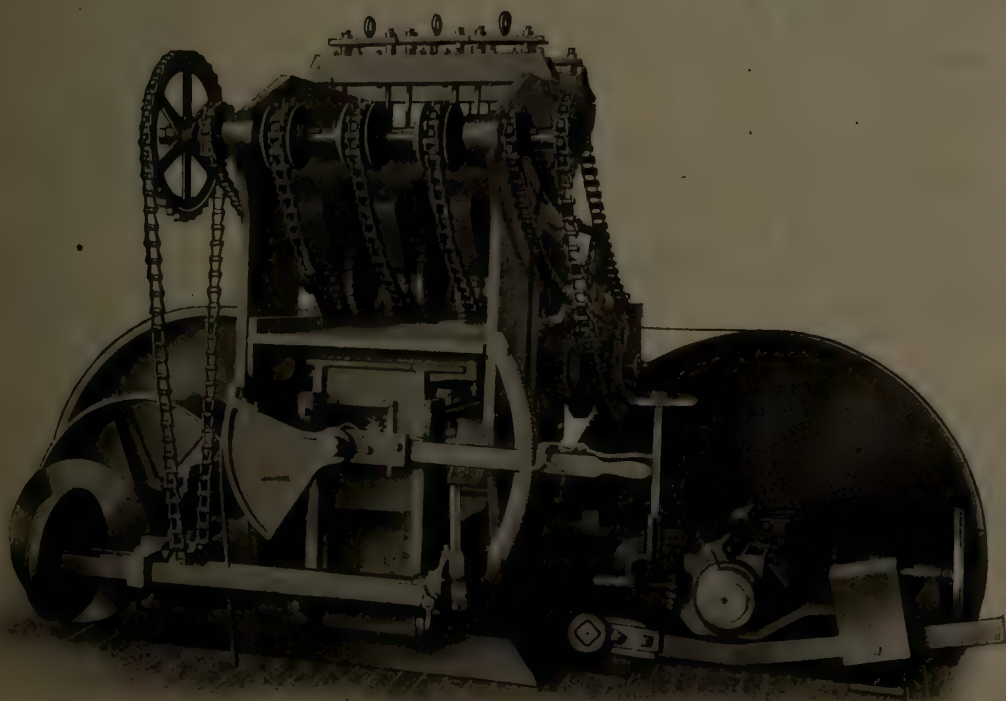
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RED BIRCH			
4/4	55 - 60	38 - 40	22 - 24
5/4 to 8/4	60 - 62	40 - 42	24 - 26
SAP BIRCH			
4/4	51 - 53	30 - 32	18 - 20
5/4 and up	53 - 55	32 - 34	20 - 22
SOFT ELM			
4/4	43 - 45	28 - 30	20 - 22
5, 6 & 8/4	45 - 47	30 - 32	20 - 22
BASSWOOD			
4/4	47 - 49	37 - 39	25 - 27
Thicker	49 - 51	39 - 41	26 - 27
PLAIN OAK			
4/4	55 - 57	30 - 32	18 - 20
5/4 to 8/4	56 - 58	34 - 36	20 - 22
ASH, WHITE AND BROWN			
4/4	55 - 57	30 - 31	20 - 22
5/4 to 8/4	55 - 57	35 - 37	21 - 23
10/4 and up	75 - 88	42 - 50	24 - 26

BOSTON, MASS.

Quotations given below are for highest grades of Michigan and Canadian white pine and Eastern Canadian Spruce as required in the New England market in carloads.

White pine uppers, 1 to 2 in.	134 00
White pine uppers, 2 1/2 and 3 in.	149 00
White pine uppers, 4 in.	160 00
Selects, 1 to 2 in.	125 00
Selects, 2 1/2 and 3 in.	140 00
Selects, 4 in.	155 00
Fine common, 1 in., 80 per cent. 12 in. and up	90 00
Fine common, 1 x 8 to 11 in.	87 00
Fine Common, 1 1/2 to 2 in.	102 00 105 00
Fine Common, 2 1/2 and 3 in.	125 00 130 00
Fine Common, 4 in.	145 00
1 in. shaly clear	72 00
1 1/2 to 2 in. shaly clear	75 00
1 in. No. 2 dressing	64 00
1 1/2 to 2 in. No. 2 dressing	68 00
No. 1 Cuts, 1 in.	77 00
No. 1 Cuts, 1 1/4 to 2 in.	87 00
No. 1 Cuts, 2 1/2 and 3 in.	105 00
No. 2 Cuts, 1 in.	65 00
No. 2 Cuts, 1 1/4 to 2 in.	72 00 73 00

Barn Boards, No. 1, 1 x 12	70 00	2 x 3, 2 x 4, 2 x 5, 2 x 6, 2 x 7, 25 00	25 50
No. 1, 1 x 10	65 00	2 x 4 and 4 x 4 in.	38 00
No. 1, 1 x 8	62 00	2 x 8 in.	40 00
No. 2, 1 x 12	65 00	All other random lengths, 7-in. and under, 8 ft. and up	36 00
No. 2, 1 x 10	61 00	8-inch and up merchantable boards, 8 ft. and up, p 1s	40 00
No. 2, 1 x 8	58 00	1 x 2	38 00
No. 3, 1 x 12	57 00	1 x 3	37 00
No. 3, 1 x 10	56 00	1 1/2 in. spruce lath	4 50
No. 3, 1 x 8	55 00	1 1/2 in. spruce lath	4 00
Can. spruce, clear, 1 x 4 to 9 in. 1 x 10 in.	48 00 50 00	New Brunswick Cedar Shingles	
No. 1 1/2 x 4 to 7 in.	52 00	Clears	5 15
No. 1 1/2 x 8 & 9 in.	55 00	Second Clears	4 65
No. 1 1/2 x 10 in.	57 00	Clear Whites	4 25
No. 2 1 x 4 & 6 in.	38 00	Extra 1s (Clear whites in)	3 75
No. 2 1 x 6 & 7 in.	45 00	Extra 1s (Clear whites out)	2 25
No. 2 1 x 8 & 9 in.	45 00	Extra 1s (Clear whites out)	1 80
No. 2 1 x 10 in.	48 00	Red Cedar Extras, 18-in. 5 butts to 2 in.	5 08 5 18
No. 2 1 x 12 in.	52 00	Red Cedar Eureka, 18-inch 5 butts to 2 in.	5 40
Spruce, 12 in. dimension	52 00	Red Cedar Perfections, 5 butts to 2 1/2	6 18
Spruce, 10 in. dimension	50 00	Washington 16-in. 5 butts to 2 in. extra red cedar	4 80
Spruce, 9 in. dimension	49 00		
Spruce, 8 in. dimension	48 00		
2 x 10 in. random lengths, 8 ft. and up	44 00 45 00		
2 x 12 in. random lengths	46 00 48 00		

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Johnson's Horse Liniment No. 1	Quarts, Per Doz.	19.00
Johnson's Horse Liniment No. 1	Pints, Per Doz.	10.00
Johnson's Horse Colic Remedy	Per Gal.	10.00
Johnson's Horse Colic Remedy	Quarts (8 Doses each) Doz.	30.00
Johnson's Horse Colic Remedy	Pints (4 Doses each) Doz.	15.00
Johnson's Veterinary Healing Ointment (Gall Cure)		
2 lb Tins	each 2.25 Doz.	24.00
1/4 lb. Tins	Per Doz.	4.00
Johnson's Concentrated Condition Powders, 1 lb. Pkgs.	Doz.	6.00
Johnson's Condition Powder, No. 2	doz.	2.75
Johnson's Horse Worm Powders,	Pkgs., Per Doz.	2.50
Johnson's Purging Balls	Per Doz.	2.50
Johnson's Antiseptic Dusting Powder		
(For Drying and Healing Sores, Proud Flesh, etc.)	Per Doz.	8.00
"Kreoline," antiseptic, deodorizing	Per Gal.	1.50

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Blair, Campbell & McLean, Ltd.

CLOTHING

Grant, Holden & Graham.
Kitchen Overall & Shirt Company
Woods Mfg. Company

COLLARS (Shaft)

Bond Engineering Works

CONVEYOR MACHINERY

Canadian Link-Belt Company, Ltd.
Canadian Mathews Gravity Carrier Company.
General Supply Co. of Canada, Ltd.
Waterous Engine Works Company.

CORDAGE

Consumers Cordage Company.

COUNTERSHAFTS

Bond Engineering Works

COUPLINGS (Shaft)

Bond Engineering Works
Jenckes Machine Company, Ltd.

CRANES FOR SHIP YARDS

Canadian Link-Belt Company.

CROSS ARMS

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CUTTER HEADS

Shimer Cutter Head Company.

CYPRESS

Blakeslee, Perrin & Darling
Chicago Lumber & Coal Company.
Long Lumber Company.
Wistar, Underhill & Nixon.

DERRICKS AND DERRICK FITTINGS

Marsh Engineering Works, Limited

DOORS

Genoa Bay Lumber Company
Long Lumber Company.
Mason, Gordon & Co.
Rutherford & Sons, Wm.
Terry & Gordon.

DOUGLAS FIR

Allan-Stoltze Lumber Co.
British American Mills & Timber Co.
Coal Creek Lumber Company.
Fesserton Timber Co.
Foss Lumber Company
Heeney, Percy E.
Knox Brothers.
Long Lumber Company.
Mason, Gordon & Co.
Shearer Company, Jas.
Terry & Gordon.
Timberland Lumber Company.
Timms, Phillips & Co.
Vancouver Lumber Company.
Victoria Lumber and Mfg. Co.

DRAG SAWS

Gerlach Company, Peter
Pennoyer & Company, J. C.

DRY KILNS

Sheldons Limited.

DRYERS

Philadelphia Textile Mach. Company.

DUST COLLECTORS

Sheldons Limited.
Toronto Blower Company.

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William Hamilton Company, Ltd.
Garlock-Walker Machinery Co.
Green Company, G. Walter
Haight, W. L.
Long Mfg. Company, E.
Waterous Engine Works Company.

ELEVATING AND CONVEYING MACHINERY

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Jeffrey Manufacturing Company.
Jenckes Machine Company, Ltd.
Waterous Engine Works Company.

ENGINES

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Jenckes Machine Company.
Waterous Engine Works Company.

EXCELSIOR MACHINERY

Elmira Machinery and Transmission Company.

EXHAUST FANS

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Sheldons Limited.
Toronto Blower Company.

EXHAUST SYSTEMS

Sheldons Limited.
Toronto Blower Company.

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Nicholson File Company.
Simonds Canada Saw Company.

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Beveridge Paper Company
Elk Fire Brick Company of Canada.

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Rutherford & Sons, Wm.

FLOORING (Oak)

Long-Bell Lumber Company.

GEARS (Cut)

Smart-Turner Machine Co.

GRATE BARS—Revolving

Beveridge Paper Company

GRAVITY LUMBER CARRIER

Can. Mathews Gravity Carrier Co.

GRINDERS (Bench)

Bond Engineering Works
Garlock-Walker Machinery Co.

HARDWOODS

Anderson Lumber Company, C. G.
Atlantic Lumber Co.
Bartram & Ball.
Bennett Lumber Company.
Blakeslee, Perrin & Darling
Cameron & Co.
Cardinal & Page
Davison Lumber & Mfg. Company
Dunfield & Company
Edwards & Co., W. C.
Fassett Lumber Company.
Fesserton Timber Co.
Fraser Limited.
Gillespie, James.
Gloucester Lumber Company
Heeney, Percy E.
Knox Brothers.
Lauder, Spears & Howland.
Long Lumber Company.
McLennan Lumber Company.
Moore, Jr., E. J.
Nicholson & Co., E. M.
Pedwell Hardwood Lumber Co.
Powell-Myers Lumber Co.
Russell, Chas. H.
Spencer Limited, C. A.
Stearns Salt and Lumber Company.
Summers, James R.
Taylor Lumber Company, S. K.
Webster & Brother, James.

HARDWOOD FLOORING

Long Lumber Company.

HARDWOOD FLOORING MACHINERY

American Woodworking Machinery Company
Garlock-Walker Machinery Co.

HANGERS (Shaft)

Bond Engineering Works

HEMLOCK

Anderson Lumber Company, C. G.
Bartram & Ball.
Bourgouin, H.
Callander Sawmills
Canadian General Lumber Company
Cane & Co., Jas. G.
Davison Lumber & Mfg. Company
Dunfield & Company
Edwards & Company, W. C.
Fesserton Timber Co.
Foss Lumber Company
Hart & McDonagh.
Long Lumber Company.
Mason, Gordon & Co.
Spencer Limited, C. A.
Terry & Gordon.
The Long Lumber Company.

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General Supply Co. of Canada, Ltd.
Marsh Engineering Works, Limited

HORSES

Union Stock Yards.

HOSE

Dunlop Tire & Rubber Goods Co.
General Supply Co. of Canada, Ltd.
Goodyear Tire & Rubber Co.
Gutta Percha and Rubber Company.

INDUSTRIAL CARS

Marsh Engineering Works, Limited

INSURANCE

Hardy & Co., E. D.
Rankin Benedict Underwriting Co.

INTERIOR FINISH

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Hay & Co.
Mason, Gordon & Co.
Renfrew Planing Mills.
Terry & Gordon.

KNIVES

Disston & Sons, Henry.
Peter Hay Knife Company.
Simonds Canada Saw Company.
Waterous Engine Works Company.

LATH

Austin & Nicholson.
Callander Sawmills
Canadian General Lumber Company
Cane & Co., Jas. G.
Cardinal & Page
Dupuis Limited, J. P.
Eagle Lumber Company.
Fraser Limited.
Fraser-Bryson Lumber Company.
Genoa Bay Lumber Company
Gloucester Lumber Company
Harris Tie & Timber Company, Ltd.
Long Lumber Company.
McLennan Lumber Company.
New Ontario Colonization Company
River Ouelle Pulp and Paper Co.
Spencer Limited, C. A.
Terry & Gordon.
Union Lumber Company.
Victoria Harbor Lumber Company.

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Garlock-Walker Machinery Co.
General Supply Co. of Canada, Ltd.
Green Company, C. Walter.

LOCOMOTIVES

General Supply Co. of Canada, Ltd.
Jeffrey Manufacturing Company.
Jenckes Machine Company, Ltd.
Climax Manufacturing Company.
Montreal Locomotive Works.

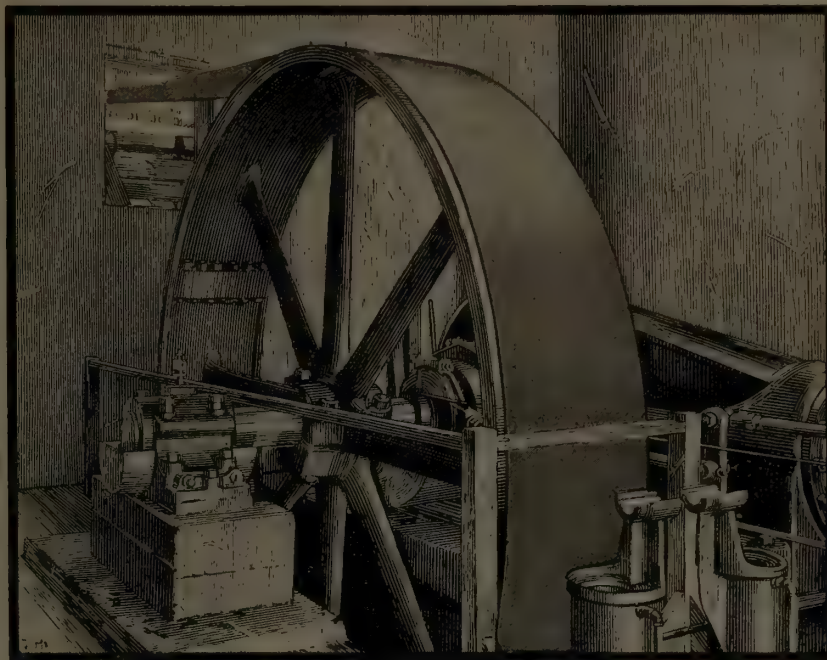
LATH TWINE

Consumers' Cordage Company.

LINK-BELT

Canadian Link-Belt Company
Canadian Mathews Gravity Carrier Company.
Williams Machinery Co., A. R., Vancouver.

Continued on Page 86)



Nature's Contribution to Power

30-inch Neptune Double Belt, 91 feet long, driving mill of J. C. Halsema Mfg. Co., Jacksonville, Fla. This belt has been in operation five and one-half years, and is in as good condition as when first installed. It has given satisfactory service at an overhead charge of \$2.17 per week, or a cost of five mills per horsepower per week.

The answer is that this is the right material, in the right place. Nature provided that material, worn originally on the back of a steer. A steer hide is naturally tough, strong, pliable, elastic. All of those characteristic virtues are retained to the right degree in Graton & Knight Standardized Tanning. That tanning is done to meet fixed requirements.

Leather stands hard usage. It has a bull-dog frictional grip. It keeps on taking the punishment of main drives and the side-slapping of shifters—and then comes back for more. Good belting must have tractable pliability. It must be firm. It must stretch and come back when required. It must be easy to splice and repair. Nothing beats leather for these characteristics. No belting beats Graton & Knight Standardized Series Leather Belts.

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In some cases, five months instead of five years would be considered top notch delivery and economical performance. G. & K. Standardization means the installation of the specific G. & K. brand of leather belting that will best serve the purpose in hand. But for any given task no other leather belting, no substitute material will give more value for the money, longer service, or more pulling power than the proper G. & K. brand. Power transmission requirements are confined to a few classes. For each one there is a Graton & Knight Standardized Belt. We make all kinds of leather belting for large or small users—from great drive belts to tractor belts for farm use.

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Jenckes Machine Company, Ltd.**LOGGING MACHINERY AND EQUIPMENT**General Supply Co. of Canada, Ltd.
Hamilton Company, William.
Jenckes Machine Company, Ltd.
Marsh Engineering Works, Limited
Waterous Engine Works Company.**LUMBER TRUCKS**

Waterous Engine Works Company.

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Hoyt Metal Company.
Sessenwein Brothers.**MILLING IN TRANSIT**Renfrew Planing Mills.
Rutherford & Sons, Wm.**MOLDINGS**Genoa Bay Lumber Co.
Rutherford & Sons, Wm.**MOTOR TRUCKS**

Duplex Truck Company

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Long-Bell Lumber Company.**OAKUM**

Stratford Oakum Co., Geo.

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OIL ENGINES

Burnoil Engine Company

OLD IRON AND BRASS

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OVERALLS

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PACKINGAtlas Asbestos Company, Ltd.
Dunlop Tire & Rubber Goods Co.
Gutta Percha and Rubber Company.**PAPER**

Bowater & Sons, W. V.

PAPER MILL MACHINERY

Bowater & Sons, W. V.

PILLOW BLOCKS

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Austin & Nicholson.
Beck Manufacturing Company, C.
Bourgoin, H.
Callander Sawmills
Cameron & Co.
Canadian General Lumber Company
Cane & Co., Jas. G.
Cardinal & Page
Chicago Lumber & Coal Company.
Cleveland-Sarnia Sawmills Company.
Davison Lumber & Mfg. Co.
Donogh & Co., John.
Dudley, Arthur N.
Dunfield & Company
Eagle Lumber Company.
Edwards & Co., W. C.
Excelsior Lumber Company.
Fraser-Bryson Lumber Company.
Fraser Limited.
Gillies Brothers Limited.
Gloucester Lumber Company
Gordon & Co., George.
Harris Tie & Timber Company, Ltd.
Hart & McDonagh.
Hettler Lumber Company, Herman H.
Lauder, Spears & Howland.
Long-Bell Lumber Company.
Long Lumber Company.
Mason, Gordon & Co.
McLennan Lumber Company.
Montreal Lumber Company.
Moore, Jr., E. J.
Parry Sound Lumber Company.
Shearer Company, Jas.
Spencer Limited, C. A.
Summers, James R.

Terry & Gordon.

Watson & Todd, Limited.
Williams Lumber Company
Wuichet, Louis.**PLANING MILL EXHAUSTERS**Garlock-Walker Machinery Co.
Sheldons Limited.**PLANING MILL MACHINERY**American Woodworking Machinery Company
Garlock-Walker Machinery Co.
Mershon & Company, W. B.
Sheldons Limited.
Yates Machine Company, P. B.**PORK PACKERS**Davies Company, William
Harris Abattoir Company**POSTS AND POLES**Auger & Company
Dupuis Limited, J. P.
Eagle Lumber Company
Harris Tie & Timber Company, Ltd.
Long-Bell Lumber Company.
Long Lumber Company.
Mason, Gordon & Co.
Terry & Gordon.**PULLEYS AND SHAFTING**Bond Engineering Works
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Garlock-Walker Machinery Co.
General Supply Co. of Canada, Ltd.
Green Company, G. Walter
Hamilton Company, William
Jenckes Machine Company, Ltd.**PULP MILL MACHINERY**Canadian Link-Belt Company, Ltd.
Hamilton Company, William.
Jeffrey Manufacturing Company
Jenckes Machine Company, Ltd.
Waterous Engine Works Company**PUMPS**General Supply Co. of Canada, Ltd.
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Jenckes Machine Company, Ltd.
Smart-Turner Machine Company
Waterous Engine Works Company**RAILS**Freedman, Wm.
Gartshore, John J.
Sessenwein Bros.**ROOFINGS**(Rubber, Plastic and Liquid)
Beveridge Paper Company**ROPE (Wire and Manilla)**

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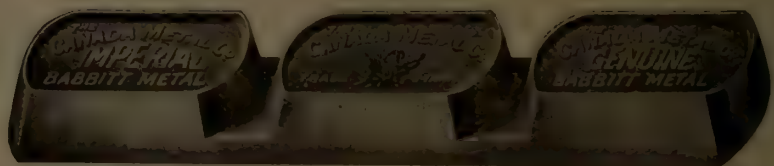
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Dunlop Tire & Rubber Goods Co.
Goodyear Tire and Rubber Co.
Gutta Percha & Rubber Company**SAH**Genoa Bay Lumber Company
Renfrew Planing Mills.**SAWS**Atkins & Company, E. C.
Disston & Sons, Henry
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Gerlach Company, Peter
Green Company, G. Walter
Hoe & Company, R.
Shurly-Dietrich Company
Simonds Canada Saw Company
SAW MILL LINK-BELT
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Couver.**SAW MILL MACHINERY**Burns & Roberts.
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General Supply Co. of Canada, Ltd.
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Hamilton Company, William
Hutter Bros. Saw Mfg. Company
Jeffrey Manufacturing Company
Long Manufacturing Company, E.
Mershon & Company, W. B.
Parry Sound Lumber Company
Payette Company, P.
Smith Foundry Co.
Waterous Engine Works Company
Yates Machine Co., P. B.**SHEATHINGS**Beveridge Paper Company
Goodyear Tire & Rubber Co.**SHINGLE MACHINES**Marsh Engineering Works, Limited
(Continued on Page 88)

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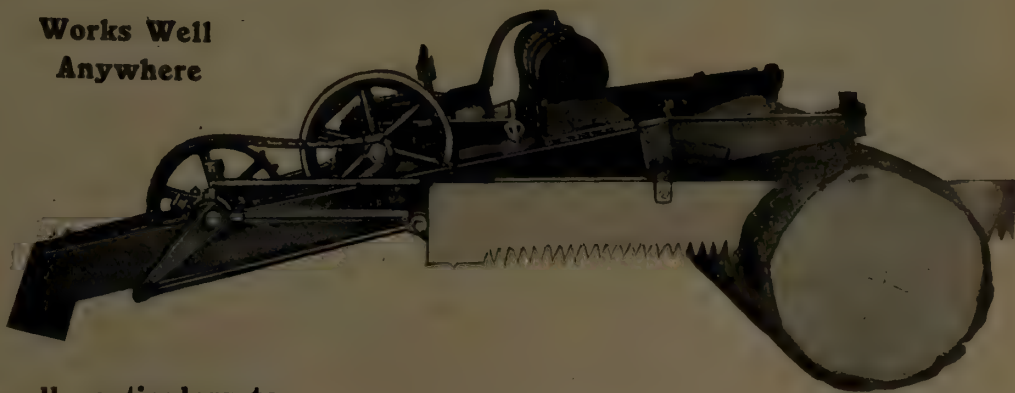
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Foss Lumber Company
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Genoa Bay Lumber Company
Gillespie, James.
Gloucester Lumber Company
Harris Tie & Timber Company, Ltd.
Heeneey, Percy E.
Long Lumber Company.
Mason, Gordon & Co.
McLennan Lumber Company.
Miller Company, Ltd., W. H.
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Dudley, Arthur N.
Dunfield & Company
Exchange Lumber Company.
Foss Lumber Company
Fraser Limited.
Fraser-Bryson Lumber Company.
Gillies Brothers.
Gloucester Lumber Company
Grant & Campbell.
Hart & McDonagh.
Lauder, Spears & Howland.
Long Lumber Company.
Mason, Gordon & Co.
McLennan Lumber Company.
New Ontario Colonization Company.
Nicholson & Co., E. M.
River Ouelle Pulp and Lumber Co.
Russell, Chas. H.
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Hunter, Herbert F.
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Jenckes Machine Company, Ltd.
Jeffrey Manufacturing Company.
Waterous Engine Works Company.**TRIMMERS**Garlock-Walker Machinery Co.
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Waterous Engine Works Company**TUGS**

West & Peachey.

TURBINESHamilton Company, William.
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Waterous Engine Works Company.
Yates Machine Company, P. B.**WOOD PULP**Austin & Nicholson.
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He prefers this better saw because of its smooth working, the cleaner cut, and the little resistance.

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All kinds and sizes



We specialize in the manufacture of Wood Tanks, Tank Fixtures, Steel sub-structures for Tanks, etc., suitable for railways, towns and villages, Sprinkler Systems and private Water Supply for factories, private institutions and suburban homes.

Estimates will be submitted promptly. Ask for our "Tank and Water Supply" catalogue

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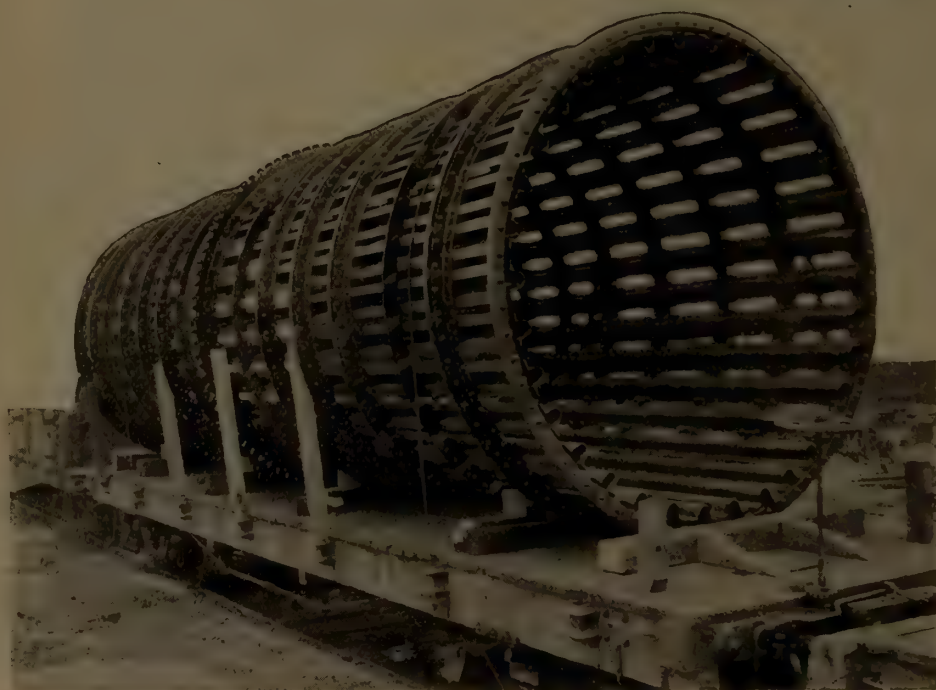
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Strength, Durability,

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“Stretch”

and

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the

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Eliminated by

Leviathan

and

Anaconda

under this

Guarantee

which goes with

Every Belt Sold



MAIN BELTING COMPANY OF CANADA, LTD.


MONTREAL, P. Q.

GUARANTEE

This belt is sold in the express understanding that 3% of its purchase price will be refunded for every 1% it actually stretches beyond the first cut. This guarantee applies on all belts running less than 5000 feet per minute on pulleys suited to the ply (see table on envelope) and where loads do not exceed the standard belt horse power rating printed in our catalogue.

Keep stretch record on other side of this tag

(OVER)



STRETCH RECORD

Roll No.

Widthin.....plybelt

Lengthft.....in.....Date.....

First cut(or take up)in. Date.....

Second “ (“).....in. Date

Third “ (“).....in. Date

Total stretch less first cut (or total take-up if belt is endless) inches.

To find the per cent. of stretch divide the total above obtained by the original length of the belt in inches.

This tag should accompany your claim and should give the following information about the drive:

Diam. Smallest Pulley

R. P. M. Smallest Pulley.....

Maximum Horse Power Required

Name

Address

(OVER)

HORSE-POWER TABLE

BELT SPEED, F. P. M.		TO 500	TO 1000	TO 2000	TO 3000	TO 4000	TO 5000
4 PLY BELT	SMALLEST PULLEY DIAMETER	6"	7"	9"	11"	12"	14"
	H. P. TRANSMITTED PER IN. BELT WIDTH	0.7	1.4	2.8	4.1	5.1	5.9
5 PLY BELT	SMALLEST PULLEY DIAMETER	8"	9"	12"	14"	16"	18"
	H. P. TRANSMITTED PER IN. BELT WIDTH	0.87	1.75	3.5	5.1	6.37	7.37
6 PLY BELT	SMALLEST PULLEY DIAMETER	10"	12"	16"	18"	20"	24"
	H. P. TRANSMITTED PER IN. BELT WIDTH	1.05	2.1	4.2	6.1	7.6	8.8
8 PLY BELT	SMALLEST PULLEY DIAMETER		24"	30"	33"	36"	42"
	H. P. TRANSMITTED PER IN. BELT WIDTH		2.45	4.9	7.17	8.92	10.32
10 PLY BELT	SMALLEST PULLEY DIAMETER			48"	54"	60"	72"
	H. P. TRANSMITTED PER IN. BELT WIDTH			5.6	8.2	10.2	11.8

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Our Monthly Magazine

The Main Facts

of value

to all who use Belting

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Gorman, Clancy & Grindly
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"Hamilton" Lath Machines

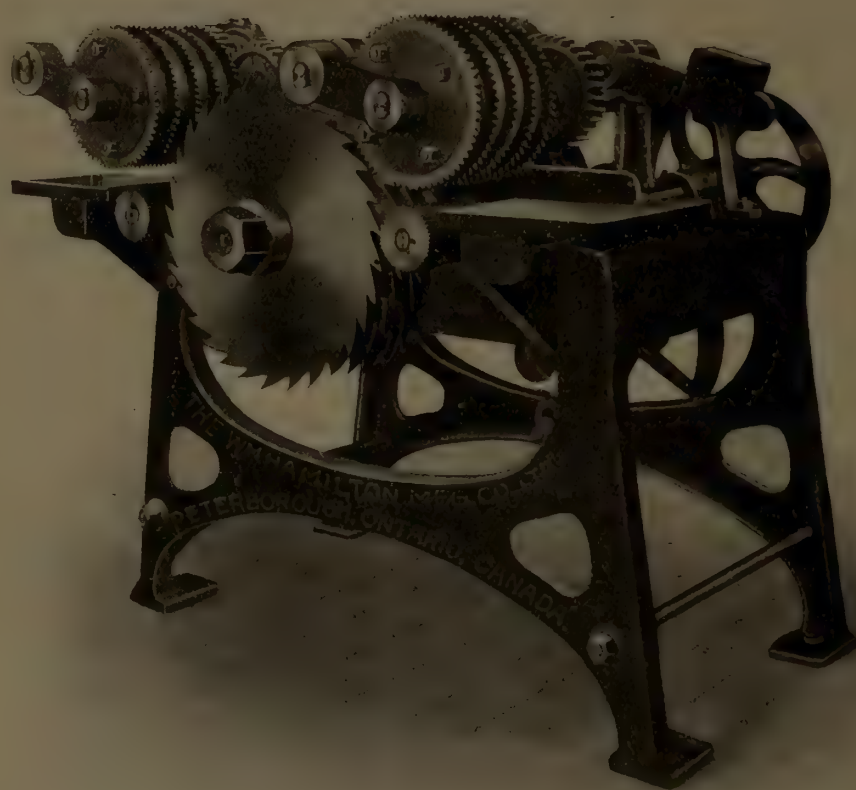
"Hamilton" Lath Mill

All iron frame, exceptionally heavy, rigid and strongly braced, top and bottom rolls power driven. Extra wide table.

Carries six 14" saws.

Guaranteed capacity 50,000 lath in ten hours.

**Get Our Special
Catalogue**



"Hamilton" Lath Bolter

Extra heavy all iron frame, Feed Rolls driven, top and bottom, fitted with adjustable steel guide.

Carries four 20" saws.

Saws readily changed for filing.

**Both of above Machines
Carried in Stock**

William Hamilton Co., Limited

Peterboro, Ontario

AGENTS:—

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J. L. Neilson & Co., Winnipeg, Man.

DUPLIX FOUR
WHEEL
DRIVE
TRUCK



20 to 60 Per Cent Less Per Ton-Mile With Duplex

Duplex 4-Wheel-Drive per ton-mile saving is a proven fact.

Our owners' records show that compared with other Trucks or with horses and mules, the Duplex cuts the cost per ton-mile from 20 to 60 per cent.

No extra wide or dual tires are needed. Tire expense alone is reduced 30 per cent.

The Duplex drives on all four wheels, giving continuous power. Its fuel consumption is considerably less.

The Duplex goes with a full load where other trucks can not go empty.

The self-locking differential pulls the Duplex out so long as only one wheel has traction.

The double reduction drive gives it tremendous power in an emergency.

These facts all contribute to lowering the ton-mile cost and assuring the operator of freedom from interruptions in his hauling.

Records of lower Duplex costs are available to business men.

The figures regarding logging operations are particularly interesting.

They show beyond any doubt that the Duplex 4-Wheel-Drive furnishes the solution for wood haulage.

Send for booklet entitled "The Modern and Efficient Way to Haul Logs and Lumber."

DUPLIX TRUCK COMPANY
2062 Washington Ave., Lansing, Michigan

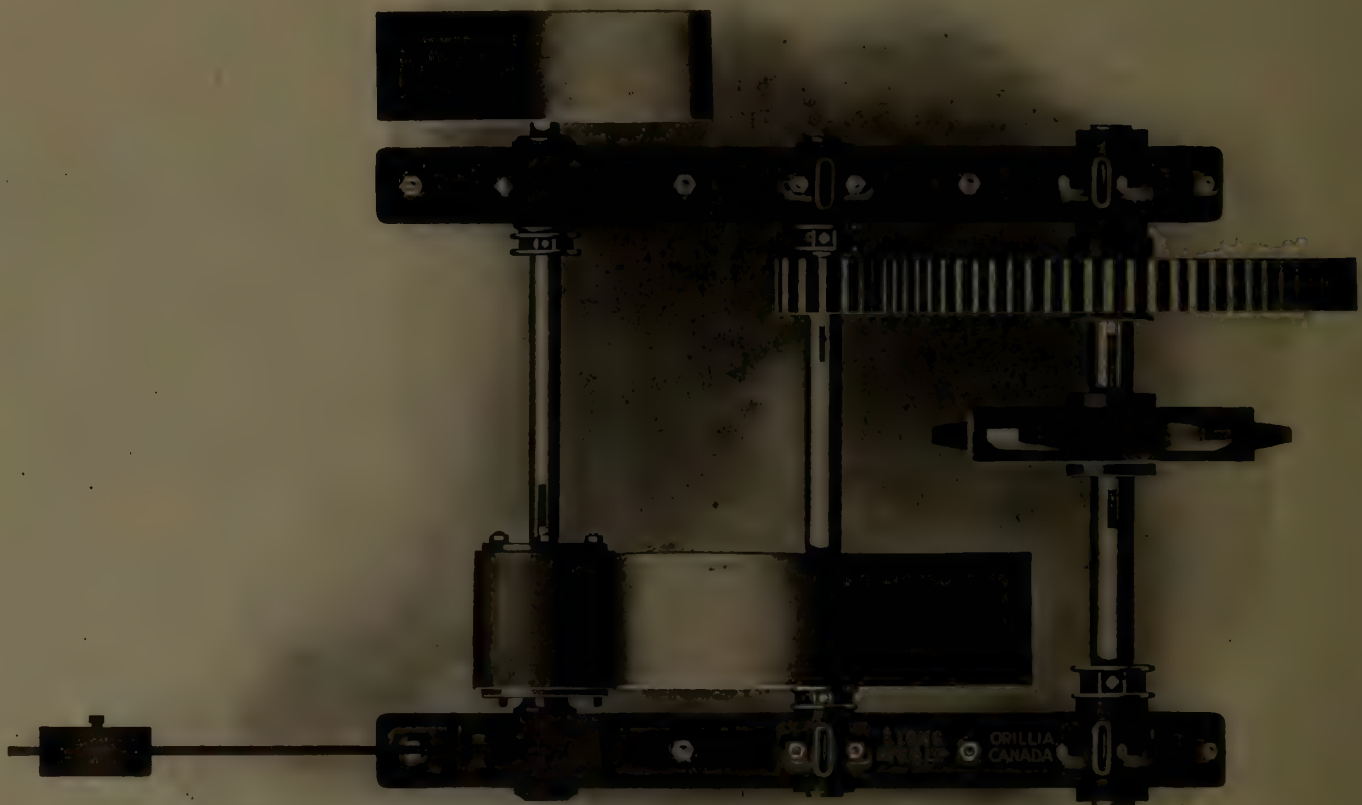
DUPLIX TRUCKS

Cost Less Per Ton-mile

For Immediate Shipment



Direct Acting Steam Feed, 10' x 42 foot



Spur Gear, Friction Log Jack, No. 1

Write us about the above, or any other machinery you need, and get our list of machines in stock.

The E. Long Manufacturing Co., Limited

Orillia Canada

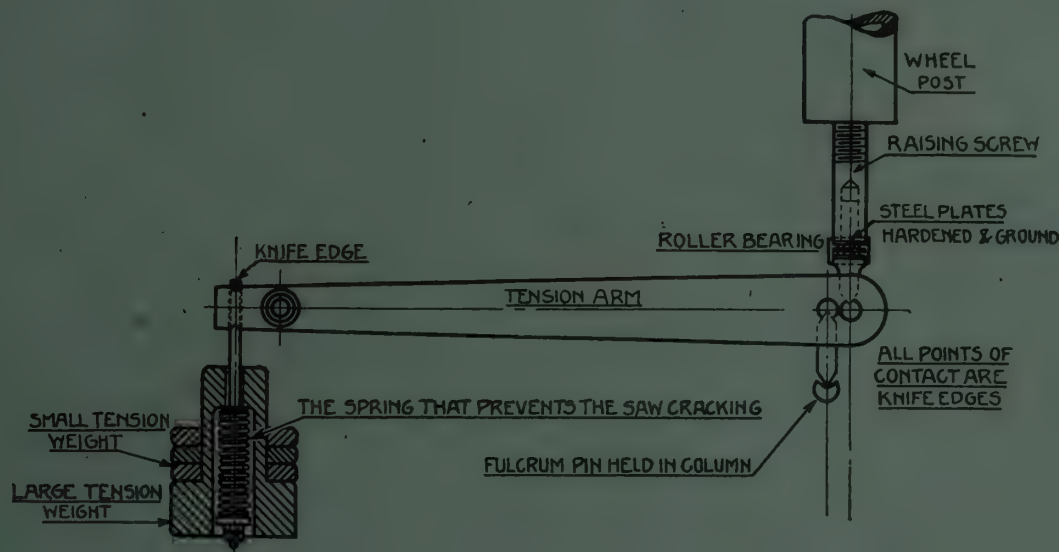
Robert Hamilton & Co., Vancouver
Gorman, Clancy & Grindley, Ltd., Calgary and Edmonton



Williams & Wilson, Ltd., Montreal
A. R. Williams Machy. Co., Ltd., Winnipeg

Waterous Band Mills Are Best

No. 2



TENSIONING DEVICE

The above cut illustrates our saw tensioning device of which we are justly proud. From this cut you can readily see why the new model mill has earned such a high reputation for being easy on saws.

The construction is such that the device as a whole will act independently of the position of the upper wheel.

The fulcrum points throughout are knife edges which make for extreme sensitiveness when a sudden jar or vibration is thrown on the mill. The tension weight is not solid but is a hollow casting supported on an internal coil spring so that when a sudden jar or vibration is thrown on the mill it is taken up by the spring, thus making it impossible for this extra tension or jar to be taken up momentarily by the saw—as is the case with rigidly connected weights when the weights themselves have to move for every shock or vibration,—but the shock is smoothly taken up and balanced by the spring.

That this tensioning device is all that we claim for it in prolonging the life of saws is evidenced by such letters of which the following is an extract:

“We have sawed over 20,000,000 feet this past season, our logs run about forty to the thousand, and have not broken or cracked a saw.”



Waterous

BRANTFORD, ONTARIO, CANADA



"FROST KING" METAL

Our thirty-five years' experience in metal mixing enables us to place on the market a babbitt that we believe to be absolutely perfect. For high speed machinery and engine work it is without an equal. It is specially designed for saw-mills, planing mills, threshing engines, traction engines, pumps, rolling mills, pulp machinery, and all classes of stationary engines. It is a high grade metal, made of the very best selected stock, and carefully compounded.

If your dealer does not stock FROST KING send us a money order for your requirements. Price 35c per lb., Fort William and East; West of Fort William, 40c per lb., delivered nearest railway station; packed in 30 lb. and 60 lb. boxes.

For extra duty, such as over-hanging saws, our TROJAN-BABBITT will stand where all other metals will fail. Price, Fort William and East, 65c. per lb.; West of Fort William, 68c., delivered to your nearest railway station; packed in 30 lb. and 60 lb. boxes.

\$5,000,000.00

worth of mixed metal
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HOYT METAL CO., Toronto, Canada

Have factory and office at Eastern Avenue and Lewis Street, Toronto, Canada

Factories also at:—

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**Not altogether what we
say, but what users say**

"We have used the Alligator or Warping Tug manufactured by you for the last 7 or 8 years, and consider them indispensable to lumbermen on waters of French River or similar streams."

Will move a bag containing 60,000 logs,
in calm weather, 30,000 in a head wind.

West & Peachey - Simcoe, Ont.



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The J. C. McLaren Belting Co.

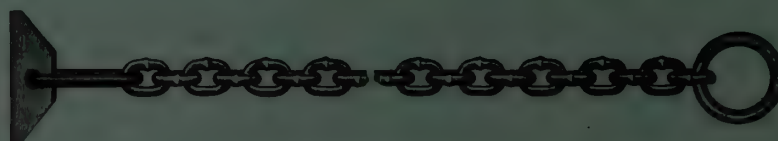
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MONTREAL

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Proof Coil

B B Coil



B B B Coil

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Made to any pattern — In all sizes

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It's Quality that counts in Clothes for Lumbermen

Warm waterproof clothing will go a long way to keep the men contented and working well. "Carss" has always been noted for Quality and we mean to keep up that reputation.

Better send a card to-day for information. If you wish to see samples, let us know.

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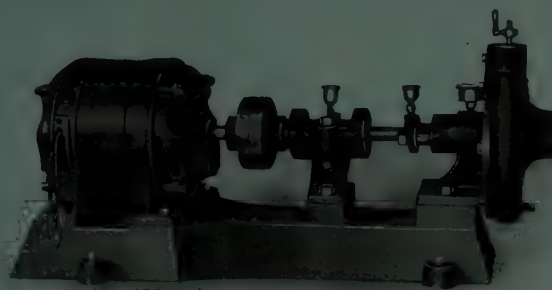


GENUINE "TURBROS" Balata Belting

Waterproof and Stretchless.

The best belt for sawmills.

Atlas Asbestos Co., Limited
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PUMPS

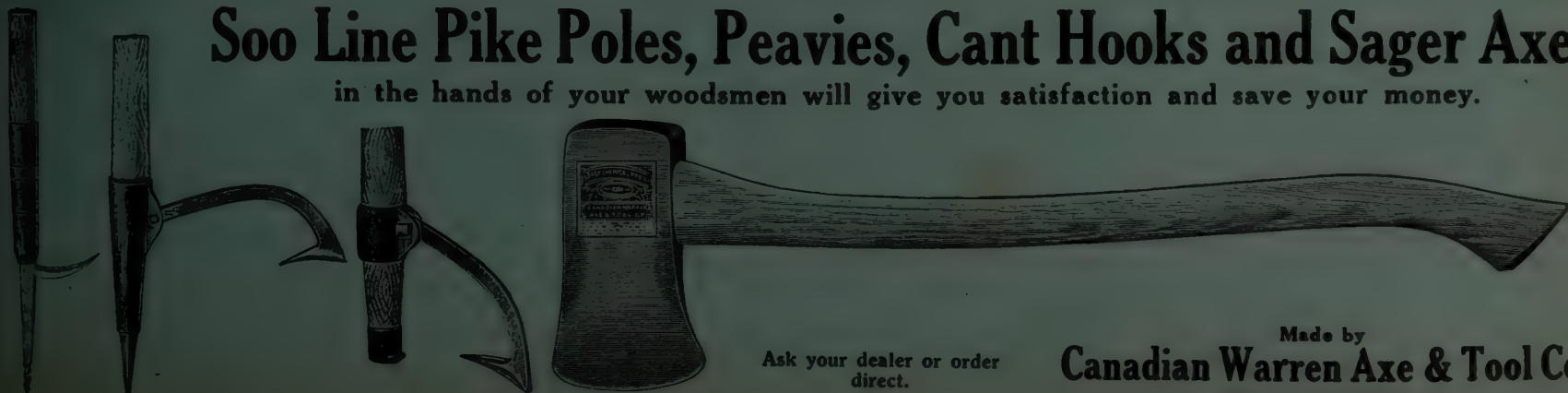
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requirements

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next
specification

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Soo Line Pike Poles, Peavies, Cant Hooks and Sager Axes

in the hands of your woodsmen will give you satisfaction and save your money.



Ask your dealer or order
direct.

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ST. CATHARINES, ONT.

Canadian Lumber Statistics for 1918

AMERICAN WOOD WORKING MACHINERY CO.

ROCHESTER, N. Y.

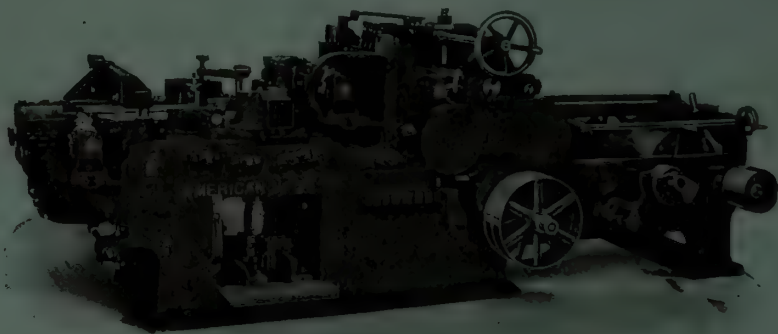
SALES OFFICE FOR BRITISH COLUMBIA, PORTLAND, OREGON.
AGENTS FOR THE REST OF CANADA GARLOCK-WALKER MACHINERY CO., TORONTO.
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FIRST IN QUALITY



American Model 5-77A Planer & Matcher

Everything is in this machine that is desirable in a high speed Planer & Matcher. The Automatic Belt Release and Tighteners; the **built-in** Cutter Head Knife Jointers for both top and bottom heads; a system of Feed Roll Gearing where there are no chains and sprockets or immediate gears; quick and accurate adjusting and positive locking Matcher Legs; micrometer adjustment of Feed Rolls and Platen, are features that put the model 5 ahead of all competitors.



American No. 34-C Inside Moulder

The general design and form of construction of the frame; the direct and simple system of Gearing; the massive Bed Plate supporting the Matcher Legs; the Side Clamping Boxes quickly removable for change of heads; the accurately fitted and easy adjustments throughout, are all features that make this the most up-to-date inside moulder on the market to-day.

Our New Catalog

We expect our New Catalog off the press by the time this reaches you. Send your request for a copy to our representative in your territory.

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**Garlock Walker Machinery Co.,
Toronto, Canada**

Please send us a copy of the New American 12th Edition Catalog. We are in the market for the following machines:—

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TORONTO

MONTREAL

WINNIPEG

Spruce

Hemlock

STOCK ON HAND UNSOLD FOR IMMEDIATE SHIPMENT

MERCHANTABLE SPRUCE

2 x 4 x 10/13 Scant	56,800 ft.
2 x 5 x 10/13 Scant	76,100 ft.
2 x 6 x 10/13 Scant	133,900 ft.
2 x 7 x 10/13 Scant	106,200 ft.
2 x 8 x 10/13 Scant	44,000 ft.
2 x 9 x 10/13 Scant	175,100 ft.
2 x 4 and up x 6/9 Scant	5,590 ft.
1 x 5 x 10/13	103,500 ft.
1 x 6 x 10/13	159,000 ft.
1 x 7 x 10/13	89,000 ft.
1 x 8 x 10/13	48,300 ft.
1 x 9 x 10/13	9,400 ft.
1 x 4 and up x 6/9	48,700 ft.

MERCHANTABLE SPRUCE

2 x 3 and up x 8 and up	88,000 ft.
3 x 3 and up x 8 and up	567,000 ft.
4 x 5 and up x 8 and up	75,000 ft.

CULL SPRUCE and JACK PINE

1 x 4 and up x 6/13	350,000 ft.
2 x 4 and up x 6/13 Scant.	165,000 ft.

MERCHANTABLE HEMLOCK

1 x 8 x 10/16	100,000 ft.
1 x 9 x 10/16	45,000 ft.

LATH, MILL RUN

1½ - 4 ft. Spruce	525,000 pcs.
1½ - 4 ft. White Pine	825,000 pcs.

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Specialists in BRITISH COLUMBIA FOREST PRODUCTS

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1,500,000' in Pile

at MIDLAND, ONT.

ALL SIZES in 1", 2", 3" and 4" thick

WIDTHS Piled Separately

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QUALITY UNSURPASSED

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Hemlock and Spruce Joists Rough and Dressed Lumber
Flooring (Hardwood and Softwood)
 $\frac{5}{8}$ & $\frac{3}{4}$ Fir Sheathing and Flooring

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A Well Equipped Mill for Special Millwork Orders

The Largest Assorted Stock In Eastern Canada
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Hardwoods in Buffalo

Piled on our Buffalo Yard ready for Immediate Shipment

		CHESTNUT							
		1 1/4"	1 1/2"	2"	2 1/2"	3"	4"		
1st and 2nds	1,000'	45,000'	15,000'	14,600'	37,200'	12,000'	10,000'	3,500'	
No. 1 Com.	3,000'	33,000'	42,000'	34,000'	55,000'	10,000'	8,000'	3,000'	
No. 2 Com.		19,000'	2,000'	2,500'	8,000'	1,200'	1,800'	200'	
		CYPRESS							
1st and 2nds		24,000'	44,000'	27,000'	27,000'	32,000'	400'	3,000'	
Selects		44,000'	55,000'	15,000'	72,000'	24,000'	34,000'	12,000'	
No. 1 Shop		13,000'	200'	700'	2,200'	2,400'	500'	3,500'	
		HARD MAPLE							
1st and 2nds	1,000'	30,000'	30,000'	10,000'	90,000'	13,000'	15,000'	14,000'	
No. 1 Com.	3,500'	118,000'	14,000'	82,000'	163,000'	63,000'	60,000'	33,000'	
No. 2 Com.		12,000'	4,600'	5,200'	24,000'	2,000'	26,000'	14,000'	
		SOFT MAPLE							
1st and 2nds	2,000'	14,000'	1,800'	8,000'	30,000'	23,000'	20,000'	2,800'	
No. 1 Com.	1,000'	17,000'	1,300'	5,400'	2,000'	3,500'	30,000'	2,900'	
No. 2 Com.		1,500'	700'	1,000'	11,000'	1,300'	12,000'		
		PLAIN RED OAK							
1st and 2nds	4,200'	69,000'	20,000'	30,000'	57,000'	69,000'	33,000'	24,000'	
No. 1 Com.	7,000'	84,000'	44,000'	36,000'	130,000'	58,000'	26,000'	15,000'	
No. 2 Com.		53,000'	1,400'	3,000'	14,000'	14,000'	8,000'	1,300'	
		PLAIN WHITE OAK							
1st and 2nds	2,600'	17,000'	13,000'	8,500'	47,000'	37,000'	34,000'	12,000'	
No. 1 Com.	4,000'	64,000'	20,000'	20,000'	172,000'	210,000'	195,000'	56,000'	
No. 2 Com.		56,000'	3,500'	1,000'	50,000'	16,000'	305,000'	2,000'	

IMPLEMENT GRADE WHITE OAK (free of heart)

60,000 ft. 1 1/2 in. 100,000 ft. 2 in. 100,000 ft. 2 1/2 in. 100,000 ft. 3 in. 45,000 ft. 4 in.

SOUND SQUARE EDGED WHITE OAK

About 400,000 ft. 2 in. and 3 in. x 6-8-10-12 in. and up to 10 in. x 10 in.

We also carry a nice stock of Ash, Basswood, Cherry, Gum, Hickory, Quartered Oak, Poplar, or Whitewood, Crating, etc.

A Few Miscellaneous Cars We Wish to Move

3 cars 1 in. No. 1 Com. W. Ash.
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 1 car 3 in. No. 2 Com. W. Ash.
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 1 car 2 in. 1st and 2nds Bass.
 2 cars 1 in. No. 1 Com. Bass.
 2 cars 1 1/2 in. No. 1 Com. Bass.
 3 cars 1 in. No. 2 Com. Bass.
 1 car 1 1/2 in. No. 2 Com. Bass.
 1 car 1 1/2 in. No. 1 Com. Beech.
 1 car 1 in. 1st and 2nds on one face Cherry.
 1 car 1 in. No. 1 Com. Walnut.
 1 car 1 in. No. 2 Com. Walnut.
 1 car 1 in. 1st and 2nds R. Gum.
 1 car 1 1/2 in. 1st and 2nds R. Gum.
 1 car 1 1/2 in. 1st and 2nds R. Gum.
 1 car 2 in. 1st and 2nds R. Gum.
 8 cars 2, 2 1/2 and 3 in. Sound Beech and Maple Road Plank.

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MANUFACTURERS OF

B. C. Fir, Cedar and
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TWO LARGE MODERN
MILLS AT YOUR SERVICE

Fir Finish
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"BIG CHIEF BRAND" SIDING
RITE GRADE SHINGLES



View of our Fir Mill from log pond, Vancouver, B.C.

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Representative---C. J. BROOKS

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Stock on Hand for quick shipment

6 x 6- 12/16'	50,000	6 x 12- 12/16'	7,000'
8 x 10- 12/16'	30,000	8 x 12- 12/16'	14,000'
10 x 10- 12/16'	100,000	10 x 12- 12/16'	25,000'
4 x 12- 12/16'	60,000	12 x 12- 12/16'	150,000'

Complete assortment 1"- 2"- and 3" White Pine

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AN IDEAL LUMBER MILL



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Capacity, modern equipment, and shipment facilities are factors that combine to make the Fassett Lumber Mill one of the best in the country for quality and service.

We are now sawing hardwood and have five million feet of

**BIRCH, MAPLE
BASSWOOD, ELM
and ASH**

Put up on grade. Get in touch with us.

Large stocks of Hemlock and Spruce always on hand.

Fassett Lumber Company, Limited **FASSETT
QUEBEC**

MILLIONS OF LATH

ONTARIO
WHITE
RED PINE

Number One	6/4 x 3/8 x 4'
Number Two	" "
Number Three	" "
Mill Run	6/4 x 3/8 x 32"

ONTARIO
SPRUCE

Mill Run	6/4 x 3/8 x 4'
Number Three	" "
Mill Run	6/4 x 3/8 x 32"

ONTARIO
HEMLOCK

Number One	6/4 x 3/8 x 4'
Number Two	" "
Mill Run	6/4 x 3/8 x 32"

NEW BRUNSWICK SPRUCE	Merchantable	6/4 x 3/8 x 4'
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ALL BONE DRY

Building is getting well under way.

Lath will be required shortly.

Let us give you prices.

UNION LUMBER COMPANY, LIMITED

701 DOMINION BANK BUILDING
TORONTO CANADA

Davison Lumber & Manufacturing Co., Ltd.

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THE LARGEST LUMBERING INDUSTRY IN NOVA SCOTIA

PRODUCTION 40 MILLION FEET PER ANNUM

Send us your enquiries for

**Spruce, Pine, Hemlock or Hardwood Lumber
Box Shooks and
Dry Pressed Baled Sulphite and Sulphate Pulp Chips**

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We are equipped with everything appertaining to Modern Saw Milling and operate from the Woods to the finished product.

If you want something special quickly, try us. We will cut, dry, work and ship within a few days from receipt of order.

We are located on the main line of the Halifax and South Western Railway and on Tidewater.

We Operate:

A Double Band Mill at Springfield, N.S.,	Capacity 120,000 ft. per day	A Box Shook Factory at Bridgewater, N.S.,	Capacity 50,000 ft. per day
A Rotary and Gang at Mill Village, N.S.	" 40,000 ft. per day	A Dry Kiln at Bridgewater, N.S.,	" 100,000 ft. per day
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Exporters of Nova Scotia and New Brunswick

***Spruce, Pine, Hemlock
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in 1 in., 2 in., 3 in., 4 in.

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*Rough Clears
Flooring, Ceiling and Finish*

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1 Car 2 x 4—12' Merchantable Spruce
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50 M. ft. Edge Grain 1's & 2's Clear Fir Flooring
20 " " 1 x 6 & Up 8 16 Clear Western Spruce

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**White Pine
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Spruce
Lumber and Lath**

Special Prices to Clean Up

At Midland, (Dry)

1 car 1 x 4 and up No. 1 M. C. White Pine.

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50,000 1 x 10 and 12 in. No. 1 M. C. White Pine.
54,000 2 x 4 and up Merchantable Spruce.
10,000 1 x 4 and up Merchantable Spruce.
14,000 2 x 4—10/16 Merchantable Hemlock.
10,000 2 x 8 " "
27,000 2 x 10 and 12 " "
14,000 1 x 4 and up " "

At Moffatt

4 cars 4" and up 8' Cedar Posts.

In Transit

5 cars 3 X B. C. Shingles.

The Long Lumber Co.

HAMILTON, ONTARIO

**California White Pine
California Sugar Pine
and Arizona Soft Pine**

Best Stock for Factory and Pattern Lumber

Ask **LOUIS WUICHET**

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A Well Equipped Mill

C.P., G.T., & C.R. Railway Connections

Large Dry Kilns *Special Millwork*

J. R. Eaton & Sons, Limited

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A Choice Block of PINE

1 x 6	100,000 Ft B.M.	1 x 10	80,000 Ft. B.M.
1 x 7	160,000	1 x 12	20,000
1 x 8	250,000	2 x 4	15,000
1 x 9	160,000	2 x 8	25,000

48 in. No. 1 Pine Lath, 2,500,000.
48 in. No. 1 Spruce Lath, 640,000.
48 in. No. 3 Lath, 1,750,000.
32 in. No. 1 Pine and Spruce Lath, 1,300,000.

1918 Sawing.

All in our Yards at Nicholson, Ontario.

Prices on the entire block or a portion given on application.

Immediate shipment can be made

First class facilities for dressing in carload lots
after April 15th

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Basswood

1 in., 1¼ in., 1½ in., 2 in., and 3 in.,
Dry Basswood

Dry Birch Stock

All thicknesses and grades in
Maple, Birch, Elm, Basswood and Brown Ash
Also Cottonwood, Tupelo, Gum, Magnolia
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Spruce, Hemlock and Pine

Can saw to order at MacDonald's Siding

Let us quote on your requirements

HART & McDONAGH
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The Atlantic Lumber Company

Manufacturers

Plain
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Quarter Sawn

White Oak

Red Oak

Chestnut, Poplar, Cherry

Tennessee Scented Red Cedar

White Oak Timbers Sawn to Order

Let us quote you on Solid or Mixed Carloads

310 MANNING CHAMBERS, TORONTO

Band Mills: KNOXVILLE, TENN.; FONDE, KENTUCKY

New Ontario Colonization Co., Ltd.

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Mills: JACKSONBORO, ONT.
On Transcontinental Ry.

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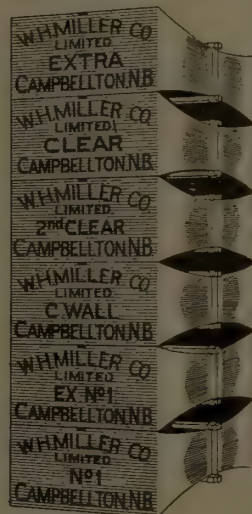
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EXPORT EDITION

of the "Canada Lumberman"

The Main Purposes of This Number:

First—To tell the importers in European and other foreign countries about Canada's timber resources and lumber manufacturing facilities, and the ability of our manufacturers to supply their needs.

Second—To acquaint our manufacturers and exporters with the requirements of foreign markets and assist them in developing the export business.

Some of the Articles that will appear in this important number:

1. Canada's export trade in past years, giving figures showing expansion and trend of trade, including articles by prominent lumber men on the advantages of developing our export trade, sizes of lumber produced in Canada and its suitability for foreign markets.
2. Location and description of timber resources, accompanied by illustrations, including samples of doors, interior trim, flooring, ready-made houses, etc.
3. A comprehensive article describing Canadian methods of logging, bringing logs to the mill, etc., accompanied by illustrated description of several big sawmilling and wood-working establishments, to graphically depict our facilities for manufacturing.
4. Explanation of lumber terms used in this country, with some reference to grading rules, etc.; also a complete explanation of European lumber terms and methods of handling lumber.
5. An article dealing with the transportation problems, shipping ports, facilities for handling our lumber, etc.
6. The probable quantity, kind and size of lumber required in the next five years for rebuilding the devastated area of Europe, comparing this with the normal consumption of the different countries.
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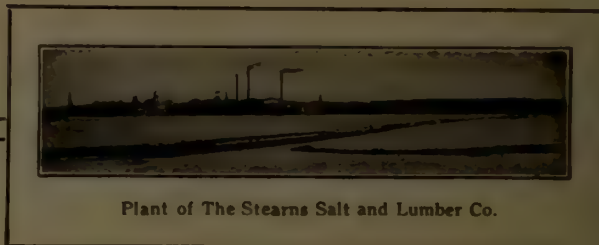
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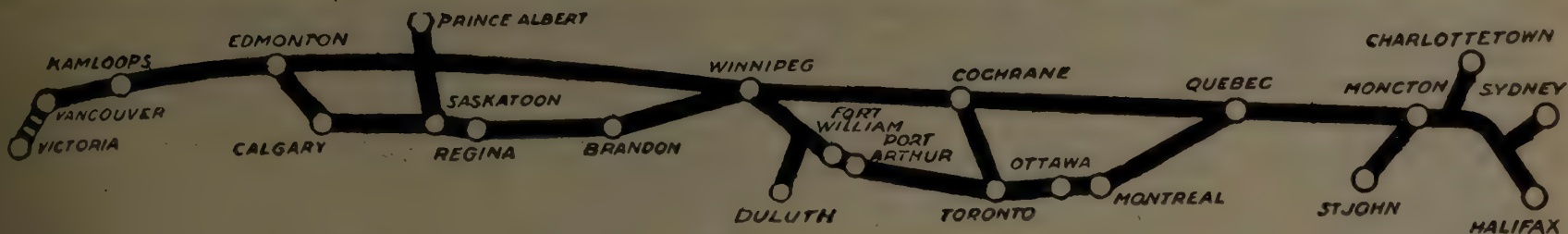
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Illustrating portable unit of Mathews
Conveyor for unloading cars.

Photo by courtesy of Windsor Lumber Co.,
Ltd., Windsor, Ont.

Illustrating permanent installation of
Mathews Lumber Conveyor, between
mill and shipping and distributing
platform.

Photo by courtesy of Vancouver Cedar Mills,
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Canada Lumberman and Wood-Worker

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Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

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The Great Need of National Timber Survey in Canada

What would be thought of the manufacturer, wholesaler or retailer who never took stock. Supposing he conducted his business year after year without preparing an inventory of the goods he had in hand and when questioned regarding the value of his merchandise or manufactured products would simply guess at the aggregate amount. Such a manufacturer or merchant would be regarded as short-sighted, unbusinesslike and inefficient.

The most successful and progressive exponents in the commercial and industrial world know where they are at from a financial standpoint and also from a physical productive and maintenance standpoint. They are apprised exactly and at all times of what they have, where it is located, its present value, where are the best markets, outlets, etc. So far as Canada is concerned we have been told ever and anon about the wondrous and magnificent natural resources that this country possesses, and, in glowing terms, orators and politicians have eulogized the splendid forest assets of the Dominion. Yet possibly not one of them knows definitely or even approximately, what Canada possesses in this particular realm and how long our standing timber at the present rate of cut and consumption, waste and neglect, will last. Even those high in authority have but little knowledge of the total quantity of merchantable saw timber in the Dominion. The best estimates say that it lies between 500 and 800 billion ft., b.m., covering an area of 250,000,000 acres. This is certainly not a very accurate report and what Canadians want to know at the present time, in view of the promising export business looming up, is more about our forests, where they are, what kind of wood they contain, their accessibility, market value, reproductive characteristics, total annual cut, new growth and extension of our wooded wealth by means of tree planting and reforestation.

At the recent meeting of the Canadian Lumbermen's Association, and also at the gathering of the Canadian Forestry Association, strong emphasis was placed on the necessity of a natural survey of our timber wealth in the interests of conservation, economy and development. It is hoped that the Commission of Conservation will be clothed with the essential authority and that the Federal Administration as well as the Provincial Governments will see that the necessary funds are forthcoming to make a thorough inventory of the timber assets of Canada. In this work every care should be taken to learn the various kinds of lumber available, the quality, location and accessibility, together with the available means of transporting the same to the nearest market. In fact, the survey should go further than this and contain a report of all cut-over and non-agricultural lands which are suitable only for forest growth showing the extent and location of the same. If this data was definitely in hand it would be of inestimable value, not only to the lumber operators themselves, but to foreign countries and governments, and would assist our own administrations in developing a permanent, effective and aggressive forest policy which would have the effect of strengthening and stabilizing the natural resources of the Dominion. The proposed move of having returned soldiers engaged in tree planting and general forestry work on lands that are suitable only for extending our timber wealth is one that commends itself to those who have the interest of our country and its upbuild at heart. It has been well said that the big problem now is not redeeming the land from the forest, but of redeeming the land for the forest.

A national survey of Canada's standing timber, showing the kinds, quality, location and accessibility cannot be inaugurated too promptly in the interests of the great lumbering industry of the Dominion. The province of New Brunswick has already undertaken such a task, and, in the words of Mr. C. H. Prince, provincial forester, "It will give definite information of the quantity, quality and value of the timber on any area, from which the stumpage value may be determined. It will show the quantity of species now of little commercial importance, because of lack of market demand, and possibly it may show that these species can be marketed profitably, or, where quantity justifies it, to induce industries utilizing these inferior species to operate within the province, thus profitably utilizing material which is at present going to waste."

The estimate of the annual growth will determine whether or not the annual cut can be increased, or whether to perpetuate the industry, restriction would be placed on certain species to regulate the cut.

This is an admirable summing up of the benefits and advantages of a provincial survey in one enterprising province. The same work should be carried out as thoroughly and comprehensively in connection with the other provinces of this great commonwealth, and the lands of the Dominion itself. It is a vital, national and businesslike proceeding that should be consummated without further delay.

Why Lumber Output Fell During Past Year

Vital Factors Which Affected Operation, Production and Distribution—Stocks are Not Large While Building was Inactive—The Outlook

To review the past is easy, but to cast a horoscope over the future is not so simple. The exigencies of war, the scarcity of labor, the tie-up in transportation in the spring months of 1918, the high cost of production, the augmented freight rates, the numerous restrictions that went into effect on the railways, the United States embargo which was enforced later on all shipments of forest products across the line; all these accompanied by the action of the American Government in fixing prices on practically every kind of lumber required for war work and rigid regulations with respect to building operations and finally the sudden cessation of the strife in Europe, tended during the year just closed to make manufacturers of wood goods stop and wonder at times what would occur next.

After the signing of the armistice buying fell off and shipping took a sudden drop. Business slackened both at home and in Uncle Sam's domain. The attention of lumbermen has since been directed to the export proposition overseas and the furnishing of building material and structural timbers for the recreation of devastated Europe. Just before the close of the world combat influenza broke out in many Canadian camps demoralizing logging operations and adding to the general uncertainty of the situation.

The release of men from the army, forestry corps and munition plants came too late in the cutting season to have any appreciable effect on this year's cut in the woods and in some districts the mild weather has militated against the hauling of the logs to the water-side. Yet in spite of the many unforeseen difficulties which they had to face and the frequent shifting of conditions in the manufacturing arena coupled with the scarcity, independence and restlessness of unskilled labor, high wages and excessive cost of supplies, the lumberman has played his part and come out of the dilemma with a smile and a quiet confidence and assurance that all will turn out right.

While for the present there is uncertainty in many centres regarding the demand for lumber during 1919 and export is not opening up as quickly as many had hoped and foreign restrictions are being lifted only gradually, the future is viewed with no degree of alarm. There is a feeling that present prices will be maintained if not increased and with a decreased production from twenty to thirty per cent in Eastern Canada, less stocks on hand than a year ago and big war requisitions looming for Canada's forest material in Great Britain and the other war ridden countries abroad, the coming year should on the whole be a fairly satisfactory one. Naturally, in view of the abnormal conditions and the realignment in industrial and commercial conditions, the larger operators are proceeding with a certain amount of reserve and conservatism. Higher quotations are expected and in this there are few who will not admit that lumber is worth the price which is being obtained for it today. There is every possibility of a big foreign business being done. True there is some delay in "putting the thing across," but the switch-over from four years of war to an immediate peace basis cannot be accomplished in a few brief weeks.

Statistical Service Will Be Valuable

It takes time to accomplish many things and the spirit of optimism still prevails in the rank and file of the trade. In presenting some observations on the operations and the general features of 1918 in its annual Statistical Number the "Canada Lumberman" has to thank the many firms who have promptly sent in reports and co-operated in the effort to gather accurate figures with respect to the production of the past year.

There has never been a survey or even an accurate estimate of standing timber of the Dominion let alone quality, location and accessibility. The Canadian Lumbermen's Association in favoring such a move at its recent convention in St. John took a step in the right direction. It is time that Canada knew where she is at in the matter of her wooded assets, kinds, extent, etc. Another distinctly forward manoeuvre was the decision to have regular monthly statistical reports compiled showing at regular intervals the amount of lumber on hand, the amount cut, sold, shipped, value, etc., all of which will tend to stabilize manufacturing conditions and to strengthen the market situation.

Under the existing status each lumberman is compelled to furnish the authorities at Ottawa with a yearly statement of the amount cut, but by the time these figures are collected and tabulated they

serve no immediate useful purpose in regulating supply according to demand or gauging the existing situation.

What the industry wants to know is how things are at the present moment, whether too much is being sawn or not enough, etc. In other words as the statistical service is developed and entered into cooperatively there will be monthly reports available instead of waiting until the end of the year to find out what has been done. In view of the export demand, such data will serve as a valuable guide. The figures will only be made public in the aggregate and there will be no way of any one producer ascertaining anything of a private character. No one can use the knowledge to personal advantage as only the totals will be printed. These should give some conception, at least, of the trend of affairs and millmen need not go on piling up stock and operating plants to capacity at heavy cost when there is no justification for going full steam ahead. They will be enabled to adjust output to existing circumstances and have more accurate comprehensions of supply and demand. Over production or under production will thus be minimized and the industry placed on a firmer foundation with an adequate appreciation and enlightenment of prevailing conditions at home and abroad.

The Profits, Production and Output

In reply to series of questions submitted by the Canada Lumberman to the operators in the Georgian Bay and Northern Ontario districts on the matter of profits, in 1918, as compared with those of 1917, twenty reported that they were greater, eight that they were less, and twenty-five that profits were about the same.

In regard to prices, forty-five lumber manufacturers stated that they were greater, one that they were less and another that they were about the same on his lines.

In reference to stocks on hand at the present time, thirteen manufacturers assert that they are greater, twenty-one that they are less and twenty-three that they are about the same. Referring to the log output of the present season opinion is divided, fourteen concerns declaring that their cut will be greater than last, twenty-five that it will be less and twenty-one that it will be about the same.

Regarding the volume of trade in 1918 as compared with the previous year of 1917, twenty of the largest organizations state that the volume was greater, twenty-four that it was less and fifteen about the same.

Summing up the returns as representatives of the general state of affairs it will be seen that there is a practical unanimity that the prices have been greater, but on all the other points raised such as comparative profits, stocks on hand, log output and volume of trade for the year just closed as contrasted with that of the previous one, there is considerable diversity of opinion. Different localities have been variously affected by driving and operating, labor and wage conditions, shipping facilities, the kind of lumber produced, the purposes to which it was devoted or the channels through which it was distributed and other contributing causes.

On the whole it would seem that while production has fallen to a considerable extent, that stocks on hand are less than a year ago, that the volume of trade has in the aggregate shown an increase in proportion to decreased production. Profits, while they have been greater with a number have with others, owing to the shortage of labor, the upkeep and maintenance of plants and camps and general overhead outlay been about the same and in not a few instances less. In other words, the figure obtained for the finished article has not more than kept pace with the augmented cost of getting it out.

How Individual Firms Size Up Things

The opinions of the members of the trade are always interesting and instructive. Here is what a number of leading concerns have to say on the results of the past year and the way they view the lumbering situation so far as the activities, prices and demand for 1919 are concerned.

A Northern firm writes that owing to the higher wages, increased cost of supplies, especially hay and oats, that lumber will advance 10 to 15 per cent. The inefficient class of labor had a great deal to do with the increase in operating costs.

"We believe that lumber prices will be as good or better and will need to be. It has cost far more to take out logs and just at

present labor is quite a lot better. We are having good weather for hauling and no scarcity of teams," asserts another Northern operator.

A Western Ontario company say that they look with confidence to the present year. There is one thing which may affect local trade and that is farmers are getting the idea that prices will be lower and will therefore wait before building. They state that they are looking for hemlock prices to decrease about the middle of the season. Owing to the end of the shell box business there will be more white pine mill culls on the market; this they think will reduce hemlock prices.

A manufacturer in the Midland section expects prices to remain high generally with general conditions improving all round as the year advances until a normal state of affairs is reached, which point is expected as far as prices are concerned will be one-third higher than pre-war quotations.

A firm in Hastings county found it necessary to purchase a large quantity of lumber to help fill their orders during 1918. Since December 1st men for woods operation have been more plentiful. The flu, however, broke up camps for about a month before Christmas. Work has been resumed with full camps and with favorable weather conditions they expect to be able to get out about their usual cut.

"The season of 1918 showed a very high cost of production and curtailment of output. The general demand through the year has reduced available stocks of lumber to such an extent that considering cost and prospective demand, prices should show little, if any, reduction for 1919," observes an aggressive Georgian Bay lumberman.

A company operating in the Toronto district remark that trade in 1918 was less than in 1917 as their stock of logs was less. Enquiries for hardwood lumber give the impression that the demand for 1919 will be good.

According to a report received from the Bruce peninsula basswood sold for \$8 per M more in 1918 than in 1917 and elm for \$5 per M higher. All kinds were higher in price.

Another Georgian Bay manufacturer says that with the opening of spring prices may go higher.

From North Bay comes the report that logging will cost 25 per cent more than last season. A slight reduction is expected by this firm in sawing costs. They do not think the advance in lumber, if any, will equal additional cost of logging and they expect smaller profits.

"Unless manufacturers can get \$8 to \$10 per thousand for their stock they cannot possibly make any money. Wages are 30 per cent higher and a poor class of men available while provisions are up 30 per cent and we have to pay more for our timber," declares another well known producer of white pine in the Georgian Bay district.

A leading concern doing business in the Northwestern part of the province write that they consider that the price of lumber has not increased in comparison with the cost of operations.

"The cost of operating has been so much higher this year we should get at least \$5 per thousand feet b.m. more for our output," is the way a saw mill man on the T. & N. O. railway views the future.

From the Parry Sound district comes the word that the outlook for trade in 1919 appears to be most favorable. There is every indication of an improvement in building and this condition added to the large decrease in the output of logs should make lumber very firm in price.

Still another Ontario company say that they cut mostly hemlock and sold the 1918 stock for \$6 per thousand feet more than they got in 1917.

The wet weather at the start of the season and later the absence of snow and frost made it difficult to get in a stock of logs. The influenza has shortened our cut for two weeks by 6,000 pieces. Our logging costs will be nearly three times greater than two years ago. The ordinary man costs \$100 per month in wages and board, it used to be \$40 and where should lumber prices go to keep pace with this trend of things?" asks an Ottawa Valley who has given close study to economic and industrial conditions.

Business During Past Year of Varied Nature Values Well Maintained, but Other Factors Caused Many Ups and Downs—Record on the Whole Regarded as Satisfactory

The lumber trade in Montreal during 1918—taking every section into consideration—was of a mixed character. It was a period of high prices, combined with a moderate amount of business. Local orders were not anything to boast about, American trade was fairly good, the commercial exports to Great Britain negligible, orders for shipbuilding timber less numerous than in the preceding year, pulpwood firm in price, and the general woodworking industry slow.

The trade had to contend with three drawbacks—the embargoes by the United States, cessation of orders for shell boxes, and the labor shortage. The signing of the armistice also introduced a disturbing element—buyers held off the market for some time, awaiting events. They wanted to see how matters would shape, and how the termination of the war would affect conditions necessarily built up on a war basis. All through the year prices not only held firm, but manifested a hardening tendency, due to the comparatively small amount of stock. If the prophecies of the manufacturers are worth anything, the present year will see a still higher range of values. The cut will not only be smaller than in 1918, but the cost of woods operations and of manufacturing have increased substantially, so that lumber will be bound to go up—at least, that is manufacturers' opinions.

The lumber companies found it increasingly difficult to secure men for the bush, and also for the mills. Many of the men available for the woods proved inefficient and very independent. Wages went to an unprecedented point, and the cost of provisions was very high. Since the release of men from the munition plants, labor has been more abundant in some parts of the province.

The Trade With the U. S.

Business with the United States was good during the first half of the year, in spite of railroad embargoes, but it then fell away, due, to a large extent, to the prohibition of exports across the border, except under license. The prices fixed by the Government Board in

Washington were also so low as to prove unattractive to some Canadian sellers. The requirements of the American Government in training its army diverted considerable business to this side, and there were also some good inquiries for shell box lumber. The ordinary building trade was almost at a standstill in the States, and the demand for our lath was very slow.

Orders for shipbuilding purposes were satisfactory. The local shipbuilding yards were quite busy, and the principal one has contracts which will employ thousands of men for a long time. Construction on war vessels has given place to that on commercial boats; the orders for wooden boats, however, are not likely to be repeated. B. C., of course, benefited by the demand for timber, but outside of this special line, trade in B. C. products were not brisk.

Local Business was Not Heavy

Taking the local market, the building permits, which are pretty good indications of how the trade fared, showed a gain of \$495,235 at \$4,882,873. Unlike in the previous year Montreal contractors were not successful in securing many large jobs outside the city although one or two contracts thus obtained were of unusual magnitude. There was also a diminution in the number of munition factories erected, nevertheless the total number of factories of all kinds constructed formed a very important item in the value of the year's work. The great obstacle to the increase of building was the excessive cost of labor and material, and some contractors, and also some retail lumbermen declare that no extensive building can be looked for until prices come down. Many considerable projects are held up for this reason. It is argued by others that there is no hope of any reduction in cost for a long time—in fact, so long as the cost of living continues at its present level—and that those who contemplate building might just as well face the situation.

From the association point of view, Montreal has become a much more important centre. During the year the annual meetings of the following were held in the city—Canadian Lumbermen's Association, Canadian Pulp & Paper Association, Canadian Forestry Association, and the various Quebec forest protective associations. In addition, there was a fire protection conference, in which all the above co-operated. A successful fall meeting of the woodlands sec-

tion of the Canadian Pulp & Paper Association was held in September. Beside this, the Eastern Canada spruce manufacturers meet and formed an association, so that from the organization point the organization point, Montreal has had more than its usual share.

The Export Season was Reduced

The past exporting season was a very poor one, worse than the previous twelve months. The Government commandeered all the space on vessels for Europe, the exports thus being under control; some of the lumber was bought direct from the mills and other shipments went through the hands of the regular export houses, but all on Government account. In the aggregate the total was fairly large, 57,939,091 ft. b.m., as compared with 39,429,497 b.m. in the previous year, but it did not mean much to the firms who rely on the ordinary commercial exports for their business. A considerable quantity of B.C. fir and silver spruce for aeroplanes was shipped through the port. A certain amount of lumber was also sent to South Africa.

The exporters, after a lean period, are looking forward to a good 1919-20 season. All advices are to the effect that Europe needs lumber, and Canada is promised some large orders for this year for Great Britain. This business will come through the regular exporting houses, and should prove of immense value not only to the exporters, but also to the general lumber trade in steadying the market.

During the year the Harbor Commissioners put into force a higher tariff of dues.

Shell Box Orders Fall Off

The woodworking industries had a quiet 1918. The cancellation of the shell box orders involved the readjustment in certain sash and door firms, who had almost entirely abandoned their original business for shell boxes. These firms had to revert to their usual line. The shell box manufacturers were extensive purchasers of lumber, although the transactions did not prove wholly satisfactory to wholesalers, in consequence of the failures of certain firms in the shell box game. With the cessation of the box orders, this source of buying from wholesale lumbermen was cut off. There were again complaints of the prices secured under contract for boxes, owing to excessive competition, but the Imperial Munitions Board refused to alter their system of awarding business. The commercial box trade was dull.

The small amount of construction was naturally reflected in the slackness of sash and door firms. One of the best contracts of the year, however, that for the doors and interior trim for the new parliamentary buildings, Ottawa, went to a Montreal concern.

Veneers proved difficult to secure owing to the U. S. embargo. Hardwoods were in fair request, the shipbuilding companies being good customers.

Pulpwood in Brisk Demand

American mills again bought very extensively of Canadian pulpwood. There was a large quantity available, and prices remained firm, an average value to Canadian mills being about \$8.50 per cord, with an advance this year. The official figures show that Americans purchased to an unusual extent, and those in this branch of the trade state that stocks in hand are very large. Canadian mills are also in the same position. The outlook for the present year is for a very much reduced cut, owing to labor shortage, the influenza epidemic, and the difficulty of hauling, in many parts of the province consequent on a small fall of snow. This shortage is not likely to affect mills to any extent this year, but will do so in the following period. For the eight months of the fiscal year the exports of pulpwood totalled \$10,846,864, against \$6,329,763 in the corresponding period of 1917.

Pulp Found a Good Market

The pulp and paper industries, the phenomenal rise of which has been a feature of Canadian commerce, continued to expand during the year. Canada is peculiarly well adapted for the manufacture of these commodities. We have the natural resources and an abundance of cheap electrical power. The great market is the United States comparatively little pulp being sent last year to Great Britain. The following figures show the exports for the eight months of the fiscal year:

	1917	1918
Chem. pulp	\$13,072,335	\$21,760,738
Mech. pulp	5,036,802	3,308,126

It will be noticed that while there is a substantial total gain, the exports of ground wood declined.

The market, taken over the year, was good. There were practically no imports of chemical pulp from Europe into the United States during the year, and thus Canadian mills were able to secure a very large trade. The following show the variations in prices during three periods of the year:

	Jan.	June	Dec.
Ground Wood	\$30-35	\$30	\$30
	f.o.b. mills		
Sulphite	\$60 news grade	\$75	\$80
Sulphate	\$80	\$100	\$100

The industries had to contend with an acute labor season during a greater part of the year, but on the signing of the armistice there was a change for the better. The companies have agreed to take care of the returned men who enlisted, a total of 3,000 employees going to the front.

New Pulp Plants to Start Production

The following new mills came into operation during the year—Sulphite; Lincoln Paper Mills, Merriton, Ont., Fraser Companies, Ltd., Edmundston, N. B.; Port Arthur Pulp & Paper Co., Ont.; Mattagami Whalen Corporation, B. C.; Sulphate, New Brunswick and Colonial Sulphate Mills.

The inquiry into the cost of newsprint was continued during the year. The price was fixed by Mr. Pringle, K.C., at \$57 per ton, and in September this was raised to \$69. The publishers showed the strongest opposition to the price, and there were appeals by the publishers and by the manufacturers to a tribunal consisting of Judges White, Middleton, and Archer. The publishers contended that the price was too high and the manufacturers that it was too low. The question of stumpage was one of the vital points, the manufacturers claiming that \$2.00 per ton of paper was a legitimate charge to be included in calculating costs, while the publishers held that it was not justified.

The sub-joined statistics of the production of the province of Quebec are from an official source. There are 8 paper mills, 11 pulp and paper mills, and 12 pulp mills in the province. During the year the forests furnished to the mills 1,100,891 cords of wood, an increase of 38,684 cords. The mills produced 148,859 tons of sulphite, as compared with 374,894 tons for the whole of Canada; out of 4136 tons of soda pulp produced in Canada, Quebec supplied 3576 tons. The province also manufactured 287,623 tons of newsprint of a value of \$16,961,098.

How Some Firms Regard the Outlook

Representative Lumbering Organizations Report that Volume of Trade in 1918 was Fair

From reports to hand representing several leading plants in British Columbia, Quebec, Nova Scotia and New Brunswick, the cut of the past season, as compared with that of a year ago appears about the same. In a few instances the figures show a decrease. The majority of these mills have a capacity of from 15,000,000 feet a year up.

A New Westminster firm declared that the volume of trade during the past year was greater than that of 1917 and that profits were also better. Timbers that sold in 1917 for \$20, rose to \$27, and small stock from \$14 to \$17. Their stock is, in the aggregate, lower than a year ago, and while trade with the United States opened up fairly well for the first few months, it fell off considerably in the latter part of 1918. Their log output this winter will be about normal, and the outlook for the coming year is considered fair.

Another B. C. concern, whose cut was 27,000,000 in 1917, and was reduced to 20,000,000 feet in 1918, in fir, larch and pine, state that the volume of trade the last twelve months was less than the year previous. The peculiar conditions which characterized the business with the United States were embargoes and Canadian export restrictions. The outlook for 1919 in the West is considered fair.

A Nova Scotia firm report that on account of the severe winter they did not get out the usual cut, but they were planning to do so during the present season. About ten per cent of their production was hardwood and profits as compared with those of a year ago, were practically the same. The lath market was found to be very poor, but the prospects for 1919 were considered promising. The log output for the coming season will show an increase of 500,000 superficial feet.

A leading operator in Quebec, who is well known to the industry throughout the Dominion, reports that his cut was 1,000,000 feet more than a year ago. The volume of trade was less, but better prices were obtained. Stocks were about the same. The log output of 1918, as compared with that of the previous one, will be only 70 per cent. There was a dull market for lath and shingles.

A northern B. C. organization who logs all the year round, took out 20,000,000 feet—the same as in 1917. Conditions were spoken of as fair, with the volume of trade about the same as in the preceding twelve months. Stocks practically remain unchanged.

Ontario Production Shows Big Decrease

Drop of Over 107,000,000 Feet in Lumber Cut in 1918 as Compared with 1917— Lath and Shingle Output Also Greatly Reduced

In the Georgian Bay and Northern Ontario districts the production of lumber in 1918 shows a decrease of 107,300,202 feet b.m., as compared with that of 1917. The total cut in 1918 as recorded in reports reaching the "Canada Lumberman," amounted to 514,118,455 feet, b.m., as compared with 621,418,657 feet b.m. in 1917.

It may be stated that the decline of 107,300,202 feet b.m., is more than double that shown in 1917 as when that year is contrasted with 1916 the drop was 42,643,548 feet b.m. All this demonstrates that in each succeeding season since the outbreak of the war there has been a steady reduction in the annual output, running successively from 10 to 15 per cent. The falling off in the lath and shingles has been perhaps more marked.

The decrease in the total cut during the past season was due to a variety of causes, the chief of which was the shortage and restlessness of labor. The high cost of production, absence of export and frequent embargoes upon the railways were also deterrent factors. Then there was the uncertainty regarding when the war was likely to terminate and manufacturers adopted a watchful conservative policy. Other contributing agencies in the diminished cut were the sudden break up of winter in 1918 leaving many logs in the bush which had not yet been hauled to the banks of the stream. This was followed by a period of low water which made driving exceedingly difficult. Added to this combination the flu epidemic broke out in the fall, demoralizing conditions in the mills and camps and during the autumn months there was an excessive downpour of moisture in the northern district.

In view of all these disturbing circumstances the wonder is that the showing is as favorable as that presented in the figures already quoted.

In lath, production in Ontario, according to the figures received, the total in 1918 was 109,441,720 pieces as compared with that of 226,283,760 in 1917, showing a decrease of 116,842,040 pieces. The cause was that there was very little building going on and many lath bolters and machines were not operated as there was limited market for the output.

In shingles there was also a decrease recorded from much the same causes as applied to lath and lumber. In 1918 the shingle production was 11,386,750 as compared with 16,240,250 showing a drop of 4,853,500.

The following are the statistics in detail covering the Georgian Bay and the Northern Ontario districts. They are as accurate and representative as it has been possible to obtain.

Georgian Bay and Northern Ontario Production

LUMBER	1918	1917
Biscotasing		3,200,000
Blind River	14,000,000	17,000,000
Boakview*	2,250,000	2,250,000
Bracebridge	5,645,208	6,137,918
Burks Falls*	4,925,000	4,925,000
Bear Lake	2,250,000	1,000,000
Byng Inlet	21,000,000	32,500,000
Bala	2,000,000	2,000,000
Chapleau	9,031,913	8,413,095
Cache Bay	20,000,000	31,000,000
Callander	13,104,062	14,307,078
Cutler	41,300,000	60,700,000
Elk Lake*	2,000,000	2,000,000
Field	3,500,000	3,000,000
Foleyet	3,000,000	1,500,000
Fort Frances	83,207,500	91,072,132
Gravenhurst	7,500,000	9,500,000
Haliburton	1,735,000	1,230,000
Huntsville	6,812,547	7,398,000
John Island		15,500,000
Jacksonboro	4,910,150	6,140,472
Kitchener	1,000,000	500,000
Kinmount	1,800,000	1,800,000
Keewatin	23,928,725	14,398,906
Little Current		13,000,000
Longford	3,500,000	4,000,000
Marmora	1,635,000	1,559,000
Midland	39,536,950	61,050,987
Marksville	1,900,000	1,950,000
Monteith	3,000,000	1,500,000
New Liskeard	3,500,000	4,000,000
North Bay	17,490,000	18,000,000
Nesterville	11,000,000	12,000,000
Otter Lake Station	5,000,000	2,000,000
Owen Sound	6,700,000	7,500,000
Parry Sound	4,000,000	7,000,000

Pakesley	8,000,000	3,000,000
Peterboro	3,501,205	2,150,000
Penetanguishene	21,500,000	23,400,000
Port Arthur	4,559,000	6,893,000
Sarnia	15,450,000	22,174,000
Spragge	25,000,000	27,000,000
Thessalon	1,200,000	14,000,000
Wauhaushene	18,000,000	21,500,000
Other Places	44,746,197	59,539,069

Total	514,118,455	621,418,657
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LATH

	1918	1917
Biscotasing		1,500,000
Blind River	5,000,000	6,500,000
Bracebridge		2,797,150
Burks Falls*	1,110,000	1,110,000
Byng Inlet		10,000,000
Chapleau	5,688,800	4,000,000
Cache Bay	4,000,000	8,500,000
Callander	6,452,000	10,012,000
Cutler		12,200,000
Field	2,400,000	2,000,000
Fort Frances	18,312,850	21,446,700
Gravenhurst		2,500,000
John Island		6,500,000
Jacksonboro	1,440,800	2,683,800
Keewatin	4,287,270	3,782,210
Little Current		6,000,000
Longford		900,000
Midland	14,522,000	28,211,900
North Bay	7,366,000	10,808,000
Nesterville		3,000,000
Parry Sound		3,000,000
Pakesley	500,000	1,500,000
Penetanguishene	7,000,000	15,744,000
Peterboro	1,000,000	500,000
Port Arthur	1,462,000	2,918,000
Sarnia	9,740,000	12,880,000
Spragge	8,300,000	11,600,000
Thessalon	2,500,000	14,000,000
Wauhaushene		5,600,000
Other Places	8,260,000	14,000,000

Total	109,441,720	226,283,760
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SHINGLES

	1918	1917
Bracebridge	1,078,750	2,550,250
Burks Falls*	1,670,000	1,670,000
Haliburton		1,360,000
Kinmount	1,440,000	1,440,000
New Liskeard	1,000,000	
North Bay	576,000	
Owen Sound	1,500,000	1,500,000
Penetanguishene	200,000	1,050,000
Peterboro	1,500,000	1,500,000
Other Places	2,422,000	5,170,000

Total	11,386,750	16,240,250
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Timber Cut from Timber Sales During 1918 in B. C.

	Feet B.M.	Lineal feet	Cords	Ties
Cranbrook	16,954,598	8,880	2,560	9,949
Fort George	6,139,458		447.00	
			622.01	
Kamloops	6,985,884	194,757	1,441.17	68,237
Nelson	1,311,304	109,418	630.00	11,612
Prince Rupert	19,436,199	105,284		55,100
Vancouver	61,853,344	250	9,679.58	1,909
Vernon	1,246,823		160.00	
Totals, 1918	113,927,610	499,589	15,539.76	146,807
Totals, 1917	99,078,832	545,429	14,862	34,937
Totals, 1916	63,055,102	225,799	8,425	

The greatest "Own Your Own Home" movement in America is now being pushed in Chicago, this campaign having been deferred by the war. It is planned to erect a modern bungalow on the lake front, somewhat similar to the famous "Own Your Own Home" bungalow which is the nucleus of the big Portland Oregon campaign. The bungalow will be donated by Chicago lumbermen and those of other similar building interests. Leading local architects will submit plans and all the construction work will be done by local builders. Chicago's big stores will furnish the interior with "honey" furniture, draperies, lamps and books and even a perambulator is promised.

The Season's Cut in New Brunswick Drops

Export Shipments Declined and Everything was for War Requirements—Production This Year Likely to be Below That of 1918

From present indications the lumber cut in New Brunswick this season will be an average small cut, says the St. John correspondent of the "Canada Lumberman." One of the chief reasons is the serious outbreak of influenza, which caused havoc in the ranks of the lumbermen and cut down fully twenty per cent of the cut. The weather conditions were good, with the exception of the lower parts of New Brunswick and Nova Scotia, where more snow would have been appreciated. However, as the winter is by no means over there may be sufficient to meet requirements.

Regarding the shipments of lumber from the Maritime Provinces during 1918 there was comparatively little sent overseas. At the present time there is only one big buyer of lumber, namely the British government and as no figures regarding same are available it is impossible to get an estimate of the amount going overseas.

At the present time the health among the men in the lumber camps is reported to be good and if weather conditions remain favorable the cut will be brought out of the woods all right, despite the fact that some are of the opinion that there has not been sufficient snow to swell the streams.

An official of the N. B. government states that from the reports made by the forest rangers of the province for the fiscal year ending October 31st, 1918, it would appear that the cut on Crown lands for the last year would be about as much or a little over the cut of the year previous which amounted to 173,000,000 sawn feet, besides about half a million railway ties and other small lumber.

How Big Exporter Sees Things

Writing to the "Canada Lumberman," a leading St. John firm states there is a feeling that there is going to be a big demand for all kinds of wood products from Canada this year. The quantity produced during the past winter has not been at all up to the average. The shortage is accounted for first owing to the scarcity of labor in the fall and secondly owing to the outbreak of the influenza epidemic, which was a very serious matter for operators in the East and particularly New Brunswick where, according to the best advices, the cut will be reduced from twenty to twenty-five per cent.

For the shipping season of 1918 no statistics are available regarding the quantity shipped forward. The work was carried out entirely by the Imperial Munitions Board and no records can be secured. The last year for which any record can be had is 1917. The figures for that year are herewith given and the comparative returns of the entire province for the previous three years.

It will be noticed in the shipment of spruce deals that 1916 stood first, 1915 second, 1914 third and 1917 was the lowest of all. The effect of the war was thus shown on the greatly decreased trans-Atlantic spruce deal exports from New Brunswick. This particularly applied to the North Shore ports where shipments fell off very largely.

Due to the difficulties of transportation, etc., the shipments from the port of St. John in 1917 dropped to the extent of over thirty million feet.

The statement for that year is as follows:

The Shipments from St. John			
			Sup. feet
G. McKean & Company	1917	50,378,603	
G. McKean & Company	1916	39,730,389	
W. M. MacKay, Limited	1917	26,431,227	
W. M. MacKay, Limited	1916	43,206,372	
J. E. Moore & Company	1917	8,813,730	
J. E. Moore & Company	1916	32,139,709	
Other shippers	1917	3,126,016	
Other shippers	1916	17,202,279	
Total	1917	88,749,576	
Total	1916	132,278,749	

The Exports from Other Points

Shipments from other ports were as follows:—

Campbellton			
Year	No. of Vessels	Tons	Deals, etc., Sup. feet
1916	59	59,323	69,045,740
1917	6	16,764	15,083,289

(Part of shipments from Campbellton loaded at Quebec ports).

Dalhousie			
Year	No. of Vessels	Tons	Deals, etc., Sup. feet
1916	9	11,676	14,500,000
1917			

Bathurst			
Year	No. of Vessels	Tons	Deals, etc., Sup. feet
1916	28	30,143	36,932,222
1917	1	159	161,813

Chatham			
Year	No. of Vessels	Tons	Deals, etc., Sup. feet
1916	78	32,082	47,234,540
1917	3	7,577	7,260,095

Newcastle			
Year	No. of Vessels	Tons	Deals, etc., Sup. feet
1916	97	47,805	54,602,343
1917	2	5,722	4,463,779

Richibucto			
Year	No. of Vessels	Tons	Deals, etc., Sup. feet
1916	8	1,306	1,624,609
1917			

Buctouche			
Year	No. of Vessels	Tons	Deals, etc., Sup. feet
1916	8	1,435	1,732,272
1917			

Sackville			
Year	No. of Vessels	Tons	Deals, etc., Sup. feet
1916			
1917			

Albert			
Year	No. of Vessels	Tons	Deals, etc., Sup. feet
1916	2	3,296	4,196,670
1917			

Shediac			
Year	No. of Vessels	Tons	Deals, etc., Sup. feet
1916	1	769	973,000
1917			

How the Trade Rose and Fell

A recapitulation of these figures shows that the total exports from New Brunswick in 1917, compared with the previous three years were as follows:

	Spruce Deals	Sup. feet
1914	217,906,813	
1915	325,890,743	
1916	390,328,479	
1917	115,718,552	

Record of Shipments from Quebec

The exports of wood products, pulp and paper from the Quebec consular district for the calendar year 1918 as compared with 1917 affords an interesting study.

It will be noticed that the shipments of lumber, rough and planed, show a considerable increase during 1918 over the year previous. Lath disclose a decided falling off but shingles reveal a gratifying gain.

The increased shipments in unbleached sulphite pulp are particularly noticeable while other items on the list show ups and downs about equally divided. Verne E. Richardson is the American Consul at Quebec.

The tabular statement of exports from the Quebec Consular District showing the unit, quantity and values in 1918 and 1917 follows:

Paper and Manufactures of:					
	Unit	Quantity 1917	Value 1917	Quantity 1918	Value 1918
Printing news	Lbs.	270,337,754	\$6,493,862	247,097,623	\$7,277,104
Pulpwood	"	234,367	7,466	403,527	11,817
Wrapping paper	"	1,872,055	156,424	1,272,844	78,331
Wood and Manufactures of:					
Pulpwood, rough	Cords	89,867	692,990	145,148	1,224,216
Pulpwood, peeled	"	247,058	1,988,594	213,025	2,358,490
Pulpwood, rossed	"	25,754	206,909	14,629	176,734
Lumber, rough	M. ft.	92,523	2,082,792	106,358	2,853,859
Lumber, planed	"	10,929	295,199	14,617	462,844
Laths	M.	20,742	75,622	8,270	31,696
Shingles	M.	2,169	6,392	3,787	12,313
Shooks	No.			23,033	28,208
Miscellaneous			2,572		1,895
Woodpulp:					
Mechanically ground	Lbs.	197,021,477	3,380,022	156,744,490	2,318,448
Sulphate (unbleached)	"	110,307,510	3,207,484	440,279,273	3,377,043
Sulphite (unbleached)	"	56,637,164	1,803,409	112,386,764	3,168,369
Total			20,399,738		23,381,367

How Lumber Output in Ottawa Valley Sagged

Production Figures for 1918 Season Show Decrease of 78,000,000 Feet—Lath, and Shingles Also Decline - Abnormal Conditions Had to be Met

The production figures for 1918 show that the output of lumber in the Ottawa Valley declined by 78,352,987 feet as compared with 1917; lath was 34,172,250 pieces less, while shingles dropped 16,510 pieces.

Exports of lumber and wood products for the Ottawa consular district to the United States was the only item to show an advance the increase in the value of the products going across the border during the last fiscal year being \$1,145,564 in excess of 1917.

Though a general decline in 1918 in the output of lumber, lath and shingles is revealed by special reports to the "Canada Lumbermen" from mills in the Ottawa Valley there is a vein of optimism running through them which indicates that the lumbermen believe there are better times ahead, both as to local and export business.

The conditions faced by the trade in 1918 were if anything more normal than in 1917, both as to the increased cost of production, uncertainty of labor, embargoes to the United States, and the very uncertain outlook regarding export conditions to Europe. There was also a serious car shortage in the early part of the year which hindered shipments to the United States.

In the face of all these handicaps, the lumbermen of the Ottawa Valley "played the game," and while their activities as represented through the output or production figures indicate a considerable decline, the other side might be easily counter balanced by the advanced costs of operations due to war restrictions, prices, and embargoes.

In a broad sense profit per M feet sold were greater with the majority of the Ottawa Valley mills, but when the lowered output and sales are taken into consideration and the profit made spread over them it is doubtful, if the lumbermen had as great a net return as they were accustomed to receive under pre-war circumstances.

Why the Output Fell off Considerably

Some factors that are pointed to by the lumbermen for the decrease in production are the shortness of the cutting season, scarcity of help, railroad equipment, heavy snow falls, low water in the streams during the spring and the absence of the previous high standard of Canadian woods labor.

The outlook for the 1919 cut while more satisfactory than it was in December, is still a matter of doubt. The lumbermen were attempting to catch up in their 1919 output but were hindered by the influenza epidemic. The lack of sufficient snow in the woods and the mild weather for the first part of the season also made the prospect a big question.

The reports show that a difference of opinion exists with respect to the extent of the stocks. Some companies report them as greater, others about the same and still others less.

Perhaps one of the brightest features that the present year of peace has brought about is the prospect of European trade. While nothing is definitely known regarding when or where the first opening will present itself it is confidently believed that it is bound to come within the next few months.

The advance in price during the last year as indicated by the special reports, over all grades was about \$8 per M. Prices for 1919 furnish a speculative question, which is affected by a wide variety of circumstances surrounding the lumbering trade. The effects of the reduction in cuts, brought about by labor conditions and supply and demand, have during the last twelve months been showing themselves. On the other hand, war demands which kept up business in shell box manufacture and other lines have stopped, and as one lumberman expresses it "if export opens up prices will remain firm."

Ottawa Valley Lumber Production

	1918 Feet	1917 Feet
W. C. Edwards & Co., Ottawa, Ont.	65,000,000	72,000,000
McLachlin Bros., Arnprior, Ont.	50,000,000	54,000,000
John R. Booth, Ottawa, Ont.	42,000,000	50,000,000
Gillies Bros., Braeside, Ont.	27,350,000	28,230,000
Hawkesbury Lumber Co., Hawkesbury, Ont.	25,000,000	40,000,000
Gilmour & Hughson, Hull, Que.	20,000,000	25,000,000
Colonial Lumber Co., Pembroke	21,000,000	13,000,000
James MacLaren, Buckingham	18,000,000	25,700,000
Fassett Lumber Co., Fassett, Que.	17,593,000	17,725,000
Pembroke Lumber Co., Pembroke	12,000,000	25,000,000
Shepard and Morse, Ottawa	10,315,000	16,755,000
Dennis Canadian Co., Whitney, Ont.	5,200,000	4,600,000
James Davidson's Sons, Ottawa	7,000,000	9,000,000
R. & T. Ritchie, Aylmer, Que.	5,000,000	5,000,000

Riordon Pulp and Paper Co., Hawkesbury, Ont.	4,000,000	6,300,000
Papineauville Lumber Co., Papineauville, Que.	520,000	1,040,000
Smith Bros., Campbell's Bay	No figures	1,155,987
Petawawa Lumber Co., Pembroke	No figures	3,000,000
Rideau Lumber Co., Ottawa	Did not operate	1,075,000
Fraser and Company, Ottawa	Did not operate	.....
St. Lawrence Lumber & Box Co., So. Lancaster ....	.....	150,000
Other places	20,000,000	30,000,000
Total	349,978,000	428,330,987
Total decrease ....	.....	78,352,987

Lath Production

	1918 Pieces	1917 Pieces
W. C. Edwards & Co., Ottawa, Ont.	12,000,000	15,000,000
R. & T. Ritchie, Aylmer, Que.	5,000,000	6,000,000
Hawkesbury Lumber Co., Hawkesbury	5,000,000	5,000,000
Shepard and Morse, Ottawa	4,580,000	8,284,000
John R. Booth, Ottawa	4,000,000	1,500,000
McLachlin Bros., Arnprior	4,000,000	6,000,000
James MacLaren, Buckingham, Que.	2,500,000	4,200,000
James Davidson's Sons, Ottawa	1,250,000	1,500,000
Gillies Bros., Braeside, Ont.	1,154,000	2,233,000
Fassett Lumber Company, Fassett, Que.	810,000	2,259,000
Colonial Lumber Company, Pembroke ....	.....	3,000,000
Pembroke Lumber Company ....	.....	4,000,000
Gilmour and Hughson, Hull, Que. ....	.....	3,000,000
Petawawa Lumber Company ....	.....	1,000,000
Rideau Lumber Company, Ottawa ....	.....	600,000
Dennis Canadian Company, Whitney, Ont. ....	.....	131,000
Smith Bros.	No report	200,000
Riordon Pulp and Paper Co., Hawkesbury, Ont. ....	.....	8,559,250
Other places	2,000,000	2,000,000
Total	40,294,000	74,466,250
Total decrease ....	.....	34,172,250

Shingle Production

	1918 Pieces	1917 Pieces
Riordon Pulp and Paper Co., Hawkesbury	5,225,000	.....
W. C. Edwards & Co., Ottawa, Ont.	5,000,000	6,000,000
James MacLaren, Buckingham, Que. ....	.....	4,200,000
Dennis Canadian Company, Whitney, Ont.	2,340,000	2,925,000
James Davidson's Sons, Ottawa, Ont.	1,250,000	1,500,000
R. & T. Ritchie, Aylmer, Que.	1,000,000	2,000,000
Gilmour & Hughson, Hull, Que.	1,000,000	.....
Rideau Lumber Company, Ottawa ....	.....	500,000
John R. Booth ....	.....	150,000
St. Lawrence Lumber & Box Co.	No report	50,000
Other places	1,000,000	16,000,000
Total	16,815,000	33,325,000
Total decrease ....	.....	16,510,000

Imports to United States Increased

The report of the Ottawa Consular District to the United States for the past year as compared with 1917 is as follows:

	1918 Feet	Value	1917 Feet	Value
Dressed Lumber	26,676,814	\$ 935,639	24,531,181	\$ 715,579
Tongue and groove	970,395	33,804	.....	.....
Rough lumber	137,807,239	4,006,019	124,439,478	3,179,709
Total	165,454,448	\$4,965,462	148,970,659	3,895,288

Lath, Pickets and Shingles

	1918 Feet	Value	1917 Feet	Value
Lath	35,453,000	\$67,314	43,937,000	\$150,754
Pickets	6,626,000	58,217	943,000	7,767
Shingles	10,229,000	32,221	18,420,000	64,717
Total	52,308,000	157,752	63,300,000	223,238

Pulpwood

Peeled Pulpwood, cords	17,146	174,292	4,847	33,416
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Total value of exports, 1918, \$5,297,506; 1917, \$4,151,942.
Increase over 1917, \$1,145,567.

The requirements of the war brought about a remarkable revival in wooden shipbuilding, according to D. MacGillivray, past president of the Board of Trade of Halifax, and in the war period it is estimated that 300 vessels, aggregating 200,000 tons carrying capacity, were built in Nova Scotia and added to the shipping resources of the Allies. Their value, when ready for sea, would be about \$30,000,000. The usual number of all craft was, of course, turned out in addition to the above.

Lumber Conditions in Nova Scotia Reviewed

Best Market at Present is West Indies and South America—Call Comes for More Vessels to Carry Wood Products—Shipbuilding Prospects Good

By Elihu Woodworth, Parrsboro, N.S.

The lumber situation in the Maritime Provinces this year presents many problems. Its consideration involves the probable output for the season, the estimated stock on hand, the prices in the British and other markets and the possibilities of securing transportation.

In the first place the number of men in the woods is much smaller than usual. Some operators estimate that the number of men engaged in lumbering this winter is not above fifty per cent. of the normal. Others make larger estimates of the number employed, and possibly in some sections there are as many men in the woods as in former years, but, taking the country as a whole, there is little doubt that there are fewer men lumbering this season than even in the last of the war. One reason for this is the exceptionally mild weather, which has permitted men to work continuously in the shipyards where wages are higher than in the woods. These conditions may change before the season is ended, but they have undoubtedly kept many men out of the woods during the first half of the winter. Of course the war was responsible for much of the shortage of labor especially in the lumber woods for vacancies there cannot be filled by weaklings or women. Many thousands of lumberjacks went overseas and no men did better work in the trenches, while the experience of others in woodcraft was of the great benefit to the Forestry Corps. Some of these men have already come home, others will return later, and some will never come back. Those who have come home seem to be in no particular hurry to get back to the woods, and it is not probable that the lumber gangs will be largely recruited this year from that service. Indeed, it is extremely doubtful whether the average gangs in the lumber woods will be as large for some years to come as they were in the period immediately preceding the war.

Wasteful Methods of Bygone Years

Another peculiarity of this winter's weather can scarcely fail to have an important bearing upon the season's output. This peculiarity is the unusual scarcity of snow in some sections. Plenty of snow is very essential to successful operations in the lumber woods, but it is possible to have in some cases too much of a good thing—and embarrassment of riches, as it were. Snow is frequently so deep in the woods that it makes heavy hauling for teams and a lot of extra work for choppers. In former years, when lumbering was carried on more wastefully than at present it was not uncommon to see a clearing with stumps from two to four feet high as a result of chopping in deep snow without taking the trouble to dig down to the roots of the trees. Timber is too valuable now to permit such wasteful methods, and consequently, deep snow causes much extra work in chopping. This winter in some parts of Nova Scotia there has been practically no snow, and while there has been an excellent opportunity for chopping, the general conditions have been decidedly unfavorable to yarding and hauling. In other sections there has been all the snow that was needed and conditions have been ideal for lumbering. There has been plenty of snow to make excellent sledding and not enough to interfere with chopping. The same holds true of the greater part of New Brunswick. Of course, there is yet time this season for deep snow and drifted woods, but the fact remains that a large number of lumbermen have had an exceptionally favorable opportunity to carry on this winter's work.

The stock of lumber on hand in Nova Scotia and New Brunswick at the beginning of the season has been estimated at two hundred and eighty million feet. How much will be added as the result of this winter's cut is a matter of great uncertainty. Many of the operators—all the large ones in fact—were handicapped at the start by the scarcity of labor, which was intensified in many cases by the influenza epidemic which has been extremely prevalent in some of the camps. Some operators have been hindered or held up altogether by the vagaries of the weather and are likely to make a very poor showing for the season's work. Taken as a whole it seems very improbable that the total cut will amount to little more than one-half of the normal output. But even so, there is little doubt that there will be quite as much lumber on hand as will be able to secure transportation to satisfactory markets.

Much Depends on Shipping Facilities

The prospects with regard to prices are not encouraging at present. Large quantities of lumber are unquestionably needed in Great

Britain, but the market there can scarcely be said to be open. The Imperial Government, through the War Trade Board, still controls shipments and prices. No lumber can enter British ports except by Government orders, and the tonnage required for transporting lumber must either be furnished by the Government or receive its permission. This means, of course, that no matter how great the demand for lumber may be, very little will be shipped to the United Kingdom so long as other articles such as flour and provisions are more needed. When lumber was required for war purposes it had to be procured no matter what the cost might be, but in time of peace prices may easily become prohibitive. Freight rates have already fallen considerably, but they will have to drop lower before lumber can be shipped profitably to British ports. In the United States the reconstruction period is unsettling business conditions as it is on the other side of the Atlantic. Lumber is wanted there beyond doubt, but the dealer will not offer prices at which provincial dealers can afford to ship. It is practically impossible at present to sell lumber in the United States at paying rates. Conditions will probably improve before the season is over, but freight rates will have to be reduced before the American market will be of much benefit to provincial operators. This reduction will come hard, for coasters as well as ocean carriers have a decided objection to lowering their rates, but it will have to be done or they will have to do without cargoes. Our best markets at present are the West Indies and South America and freight rates to those places are easier than they have been. A new market was opened last year in South Africa, and with reasonable charges for transportation it seems probable that a profitable trade could be built up.

The Banner Year in Shipbuilding

Last year witnessed the greatest boom in wooden shipbuilding ever seen in this Province. Some men of vision who were able to look into the future started two or three years earlier and got their reward in enormously enhanced freights or being able to sell at previously unheard of prices. But last year eclipsed all that preceded it and was easily the banner year of shipbuilding. Vessels of various sizes sprang up all along the coasts and there would have been more of them if there had been workmen enough to build them. Some of them were built under contracts made before their keels were laid and while at least part of the timber used in their construction was still growing in the woods. Others were sold almost as soon as work was begun on them at figures that sound fabulous when compared with prices that obtained in former years. Every vessel that was turned off was succeeded by another generally a larger one, and the indications were that the boom would continue indefinitely.

Then came the signing of the armistice which in some cases seemed to produce an almost paralyzing effect. Men who had been ardently optimistic began to suffer from "cold feet" and became earnest converts to pessimism. The bottom had fallen out of everything and wooden shipbuilding in particular was doomed forever. Before very long, however, even the most pessimistic builder began to take a more hopeful view of the situation. In some cases plans were changed to meet conditions, where arrangements had been made for building vessels of a thousand tons or more the plans were in some cases abandoned and schooners of smaller tonnage and better suited for coasting were put on instead. Many vessels which, under ordinary conditions, would have remained on the stocks until spring, have, owing to the exceptional mildness of the season, been turned off this winter, and in almost every case are being replaced by new ones. Many of the new ones are smaller, no doubt than they would have been if the war continued, but it is probable that there will be more than there have been in any year since the boom commenced, and that the aggregate tonnage turned off this year will be greater than it has been in any preceeding year.

But although the boom is likely to continue during this year and perhaps longer, it is nevertheless true that the shipbuilders are faced by serious problems. It was safe enough to build for a rising market with freights going up all the time and when one good charter would nearly pay the cost of construction. It is true that the cost of materials was also advancing and that the price of labor had soared to fabulous figures, but the builders were safe and prosperous, for most of the vessels were built under contract in which the buyer was pledged to pay all bills incurred with a liberal percentage added as the

builder's commission. If prices advanced after the contract was made, as was generally the case, the builder didn't have to worry, for the bigger the bills were the bigger was his commission. His greatest trouble was to secure enough labor at any price to enable him to finish the vessel within the time specified in the contract. There was no danger of the buyer defaulting, for other buyers were ready to take the considerable advance on the cost of construction. When, as sometimes happened, a man undertook to build a vessel for himself he was seldom permitted to keep it, for usually someone was found anxious to buy at a price far beyond the cost of building. In such cases the owner or owners usually decided that it was best to sell when sure of big profits and that the future could take care of itself. Sometimes a second or third attempt to build for home use resulted in a similar manner, and in many instances the local demand remains unsatisfied.

Many Vessels Still Needed in East

There is no doubt whatever that many vessels are still needed in this province. In some sections where building has been extremely active the local fleet is considerably smaller than it was before the war. Some of the vessels were sunk by U-boats, others were wrecked and some have been sold, but their places have not been filled. The greater part of the lumber exported to the United States during the last two or three years has been carried in American bottoms. Schooners from thirty to fifty years old—some of them long out of commission—were fixed up and sent here to do the work that should have been done by our own vessels. Many new vessels are urgently needed for the coasting trade especially to Boston and New York. Others are required for the West Indies and South American trade and some must be had to replace the losses in the fishing fleet. If there should be a demand later in the season for our lumber in the American market we would be able to supply very little unless we could get it carried by American vessels. There never was greater need of vessels than at present, the great problem is to reconcile their cost at war time prices with prices which men who wish to use them for peaceful purposes can afford to pay. Apparently the only solution to this problem is that it can't be done. Prices must come down, and to lower prices to a live and let live basis will be a task. To raise prices and to keep on raising them is a simple proposition, especially with regard to wages, for the great majority of the people interested are in favor of the advanced rates. The war furnished an excuse for high prices, but many workmen have struck for higher wages since the war ceased. In some cases where vessels were almost completed, the demand for increased wages has amounted to a hold-up when the war could no longer be used for an excuse. The reduction of prices and particularly wages has got to come, but it will be a difficult undertaking for precisely the same reason that rendered it easy to advance rates. The men who favored increased pay will naturally be opposed to reduction and will do all they can to prevent it. Even after the high cost of living, which served as a fairly reasonable excuse for demanding higher wages, has come down to something like normal conditions, the average wage earner will be unable to see any sufficient reason for reducing his pay, and this is likely to lead to a long, hard struggle. But in the case of shipbuilding the reduction will have to come or the business will have to stop. Vessels cannot be built for peaceful commercial purposes at prices that were paid in war time. Wages may never drop as low as they were before the war, probably will never reach their lowest level of other days, but they will have to come down from their present elevation or some industries will be forced to close.

\$1,200 Freight Bill on Eleven Spars

Probably few people not directly interested in shipbuilding have any idea of the prices that have been paid in the business during the last years of the war. The increase in wages at least doubled the cost of timber. Oakum, cordage, wire rigging, canvas, chains and anchors and in short everything with metal in it cost three or four times as much as in years gone by. Shipwrights who formerly worked for from \$1.50 to \$1.75 per day have been getting from \$3.50 to \$4.00. Specialists, such as riggers, shipsmiths and scullers, have been paid from five to eight dollars per day, and quite recently some of them have demanded and received ten dollars per day and board. Spars are expensive items. Two or three weeks ago a local shipbuilder and lumber dealer received a shipment of eleven Douglas fir spars from the Pacific Coast. They are the outfit for a tern schooner and two four-masters now nearly completed and their measurements are eighty and ninety feet in length and from twenty-one to twenty-five inches in diameter. The invoice price is from \$3.15 to \$4.75 per foot according to size, and the freight bill was twelve hundred dollars. The war duty of 7½ per cent added more than two hundred dollars to the cost, and after the spars leave the railway they have to be taken to their several destinations by water. Finally each spar, which is sawed into octagon form, has to be finished by expert workmen before it is ready for the rigger.

The conclusion of the whole matter is that more vessels are

greatly needed and are likely to be built, but they cannot be built at war prices unless war is resumed. Lumber is urgently wanted for reconstruction purposes, but war prices are prohibitive, particularly in freights. Prices must come down, for ordinary business cannot continue with war-time expenditure. Prices have already fallen in some lines, and the indications are that they will fall lower, but the decline must become general before business can be reestablished upon a satisfactory basis. It will take time to secure a readjustment and prices may never drop to their former level, but they must drop lower than they are at present and the sooner the better.

Embarks in Wholesale Lumber Business



P. L. Canfield, Woodstock, Ont.

P. L. Canfield, who recently embarked in the wholesale lumber business in Woodstock, Ont., is well known to the trade having spent five years with the R. E. Butler Lumber Company of that city. Mr. Canfield who is specializing in B. C. products and at present has the western agency for the lines, handled by R. G. Chesbro, of Toronto, will cover all western Ontario. These include Coast cedar, fir and shingles, Mountain pine, spruce, fir and larch. Mr. Canfield also represents one of the best stocks of hemlock. He is an old Woodstock boy in which city he was born 33 years ago. At an early age he started office work with the Grand Trunk and Canadian Pacific Railways, with whom he spent some years, after which he was on the staff of a large mercantile house

in London and later resided for three years in Toronto. He then had charge of the furniture house of L. Yolles, Toronto, with whom he remained four years, leaving to enter the retail lumber business in Woodstock in the employ of Mr. Butler.

Stamping Out Disease in Lumber Camps

Hon. Dr. Roberts, minister of health for the Province of New Brunswick, has a plan which if it can be worked out systematically will make lumber camps no longer a source from which smallpox spreads, but would be a great benefit to the health of the men in these camps.

In the first place he proposes to have camps where there were serious outbreaks of smallpox in the past destroyed. In erecting new camps he would have provision made for a sufficient number of cubic feet of air space for every man so that they could sleep in comfort. In every large camp he would have a small one isolated in case any contagious disease broke out among the men. He thinks it is important that operators insist that every man going into the camps be vaccinated. By doing this he believes it would save big lumber operators thousands of dollars, and also save the province and municipalities a large expenditure due to the spread of disease.

The minister has not as yet worked out his plan, but has discussed the question with some of the largest operators in the province. They heartily approved such action and asked that he discuss the matter at a meeting of lumbermen which will be held sometime in the near future, so that the views of all could be secured.

How War Depleted Forests of France

One million two hundred thousand acres of forest land have been destroyed in France by the war and the enemy, according to the estimate of the Service of Forests and Water Supply in the French Department of Agriculture. Over half of this wooded area belongs to the Government or to the communes. France has lost in the war nearly ten per cent of its lumber and six and a half per cent of its firewood.

The building loss in France is almost beyond a calculation. It is said that if no building is done in any part other part of France, twenty years will be required to rebuild in the devastated regions alone.

The leading societies of architects in France have been working since the beginning of the war to make plans for reconstruction, having organized exhibitions of housing, both for farm and town buildings.

B.C. Owns Half of Canada's Timber

Roland D. Craig Estimates That Two Hundred and Thirty Billion Feet Grows in the Coast Region

Roland D. Craig, lately district inspector at Vancouver for the Aeronautical Department of the Imperial Ministry of Munitions, gave an extremely interesting lecture at the University of British Columbia on February 13th. His subject was "The Forest Resources of British Columbia," on which he is probably the man best qualified to speak. With Dr. Whitford, he recently spent three years estimating the total stand in the province for the Commission of Conservation, Ottawa.

Referring to the results of his work with Dr. Whitford, Mr. Craig said that while the data arrived at was not, of course, absolutely accurate, it was still, he thought, reliable enough to give a good idea of British Columbia's forest resources. He estimated these at 350,000,000,000 feet of merchantable timber, slightly more than half of the total stand in all Canada. He thought about 230,000,000,000 feet grew in the Coast region.

For the purposes of their investigation the province had been divided into sixty-six drainage areas, most of which were cruised

distinctly up to us to carefully preserve what we have still got. The timber now standing, with its natural production, was amply sufficient to meet the present annual cut of between 1,250,000,000 and 1,500,000,000 feet, without lessening our forest capital; and even if the cut was increased five times the natural production would balance the drain. But, he emphasized, we had to keep our present standing timber as it is if we were to remain in such a safe position. He gave the quantities of the different growing in British Columbia as follows:

Western red cedar	78,000,000,000 feet
Douglas fir	75,000,000,000 "
The spruces	73,000,000,000 "
Western hemlock	64,000,000,000 "
The balsams	33,000,000,000 "
Lodge pole pine	12,000,000,000 "
Western yellow pine	4,200,000,000 "
Yellow cypress	4,000,000,000 "
Western larch	3,200,000,000 "
Western white pine	2,800,000,000 "
Cottonwood, oak, etc.	800,000,000 "

350,000,000,000

Mr. Craig then described the physiographic features of the province, using specially colored maps by way of illustration. He pointed out the localities in which the various trees flourished, explaining how altitude and the varying annual rainfalls entered into the distribution of species. As a curious exception to the general rule, he mentioned that apparently no balsam grew on the Queen Charlotte Islands, although it might be expected to thrive there. He had looked for it every time he was on the Islands, but he had not once met it, and he knew of no one else who had.

Referring to the manufacture of pulp, Mr. Craig was confident it would be a very extensive British Columbia industry presently. The province had available 170,000,000,000 feet (or 250,000,000 cords) of the very best pulp timber.

At the end of the lecture Mr. Craig invited questions. He got about fifty from his interested audience. The questions—many of them—related to out-of-the-way places all over the province, and in answering them the lecturer showed clearly how well he knew his subject and how thoroughly he had personally covered British Columbia in the course of his investigations.

Statistics of Timber Cut in the West

The tables below give some interesting facts about British Columbia's 1918 cut of timber. The most noticeable figures, naturally, are those relating to spruce, which jumped nearly 250 per cent. The white pine and cottonwood figures also show a greatly increased production. On the other hand, the effect of the United States embargo is seen in the less quantity of cedar cut.

Species Cut	1917	1918
Douglas fir	763,369,000	777,554,000
Red cedar	443,076,000	349,953,000
Spruce	110,569,000	276,569,000
Hemlock	149,761,000	169,792,000
Balsam fir	21,740,000	45,398,000
Yellow pine	90,495,000	70,547,000
White pine	6,468,000	14,868,000
Jack pine	8,760,000	4,828,000
Larch	50,001,000	45,617,000
Cottonwood	2,993,000	5,708,000
Other species	43,000	350,000

Total	1,647,275,000	1,761,184,000
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Districts	Timber Cut During 1918	Timber Scaled During 1918
Cranbrook	151,828,000	111,805,000
Fort George	26,885,000	25,982,000
Kamloops	39,632,000	27,314,000
Nelson	77,856,000	51,558,000
Vernon	34,278,000	32,099,000
Total Interior	330,479,000	248,758,000
Islands	206,531,000	200,350,000
Prince Rupert	217,531,000	206,515,000
Vancouver	1,006,643,000	913,854,000
Total Coast	1,430,705,000	1,320,719,000
Grand Total	1,761,184,000	1,569,477,000



Magnificent cedar timber on Kila-Anch limits of McLean Bros., Limited, Vancouver, B.C.

carefully. In the extreme north they had been forced to depend on the reports of explorers, prospectors, hunters and other such people. From the forester's point of view, the province was finally divided as follows:

- 359,170 sq. miles, total area.
- 5,670 sq. miles, lake area.
- 353,500 sq. miles, total land area.
- 188,000 sq. miles on which commercial forests are impossible.
- 165,500 sq. miles on which commercial forests are possible.
- 20,700 sq. miles good agricultural land.
- 144,800 sq. miles available for commercial forests.
- 103,200 sq. miles totally destroyed by fire and now unproductive of commercial forests.
- 41,600 sq. miles at present commercially forested.

He estimated the loss by fire at 665,000,000,000 feet—about as much as is now standing in all Canada—and he declared that it was

Needs of Canadian Woodworking Industries

Greater Facilities Required by Forest Laboratories of Canada—Extra Provision Is Necessary for Adequate Research Work

The Forest Products Laboratories of Canada organized under the Dominion Forestry Branch have just completed their fifth year in temporary quarters in the old residence building at 700 University Street, Montreal. It was originally intended that the Laboratories should move in 1918 to a permanent building designed to suit the needs of their specialized activities, and of sufficient size to accommodate an adequate investigative staff, but the Government has found it out of the question to provide such a building during the period of the war.

The present laboratory building, if not now actually in a dangerous condition, is at any rate rapidly approaching it. The Laboratories moreover have outgrown their quarters and certain of their activities are circumscribed and others inhibited altogether for want of space in which to expand. The crying need at present is for a new building.

Notwithstanding, however, the handicap of inadequate quarters, and the further disadvantage of a greatly depleted staff, as the result of calls for men for military service in the great war, a good deal has been accomplished during the past year.

Results of Some Strength Tests

Strength tests on the pines and spruces of Eastern Canada were completed. The results of these tests for green material are available in the form of blue-printed tables; similar results for air-dried timber are being completed. Forestry Branch Bulletin No. 60, "Canadian Douglas Fir" recently issued, contains complete strength data for this western species, together with an illustrated description of the methods of making the tests.

Strength tests were made, at the request of the Militia Department, to determine the properties of a number of British Guiana woods, which had been suggested as possible substitutes for walnut for gun stocks. A short investigation of the mechanical properties of fibre board and vulcanized fibre was also carried out, in co-operation with the pulp and paper laboratory.

At the suggestion of Mr. R. D. Craig of the Imperial Ministry of Munitions, steps were taken towards the establishment of a timber-testing laboratory in British Columbia for investigative work on aeroplane timbers. Arrangements were finally made for such a laboratory on the basis of co-operation between the Dominion Forestry Branch, the Imperial Ministry of Munitions and the Provincial Government of British Columbia through the University of British Columbia. The war came to an abrupt termination before this laboratory was well under way, and the Imperial Ministry of Munitions, its work in British Columbia on aeroplane timbers completed, has severed its connection with the project. However, the Vancouver laboratory is continuing work and is expected to be a permanent testing station of the Forest Products Laboratories at the University of British Columbia. If given the support of the lumber interests of the Province this Laboratory will undoubtedly be able to do work of great value to the industry. At present a comprehensive series of tests of Sitka spruce are in progress under the direction of Mr. L. L. Brown, formerly of the staff of the parent laboratory in Montreal.

A comprehensive review of all published literature on the spent liquor from sulphite pulp mills has been compiled, and is now in the hands of the printer. It will appear shortly as Forestry Branch Bulletin No. 66, entitled "Waste Sulphite Liquor." This should prove an extremely valuable book of reference to pulp and paper manufacturers, and to all interested in the elimination of waste in this country.

An improved method for the estimation of cellulose in wood, worked out at the Laboratories, was published early in the year. This method is being used in a series of complete analyses of Canadian pulp wood species now in progress.

Resin Content of Pulpwood Species

Special analyses are also being made to determine the resin content of our pulpwood species and the composition of the resins. These analyses are being made in such a way as to show the relative resin content of the various species when freshly felled, when felled and river-driven, and when felled, river-driven and stored for a year.

A review of work completed some time ago at the Laboratories

on the technique of beating paper pulp is being prepared for publication.

Experimental work on the preservative treatment of hemlock and jack pine cross ties has been completed. It has been found possible to creosote heart hemlock—an unusually refractory material—very satisfactorily, after first incising by a simple mechanical method developed in the laboratory. By the same method species naturally easily penetrable can be treated in a much shorter time and with less preservative than is ordinarily required. A description and discussion of this work has been prepared, which will appear shortly as Forestry Branch Bulletin 67 "Creosote Treatment of Jack Pine and Eastern Hemlock Cross Ties."

Studies of the preservative treatment of wood paving blocks, with special reference to the use of Canadian red pine for this purpose, have been begun. Special apparatus has been constructed and preliminary work done, and bleeding and expansion tests are now in progress.

Remedial Measures Against Timber Decay

The pathologist of the Laboratories has carried out factory studies of the decay of structural timber, as used in the construction of mill buildings. A large number of structures in which troubles



A portion of the exhibits room at the Forest Products Laboratories of Canada, 700 University Street, Montreal. Open to the public daily free of charge.

of this kind occurred have been examined, and the effect of remedial measures have been noted. As a result, a number of important conclusions have been reached as to the proper design and care of buildings of this class, from the standpoint of decay prevention. Laboratory studies on the relative durability of Canadian woods are in progress, but conclusive results cannot be expected for some time yet.

Studies of the fibre dimensions of Canadian woods were continued. Data of this kind, besides being of considerable scientific interest, is of very practical value in the pulp and paper industry.

The preparation of a complete reference collection of microscopic slides of all Canadian woods has been begun at the Laboratories. A great many such slides were already available, but certain species were lacking. When this set is complete it should be valuable as a basis for comparative studies of the microscopic anatomy and structure of our woods, and their identification.

An instructive permanent exhibit of forest products has been developed at the Laboratories, where it is open to the public, free of charge; every day from 9 a.m. till 5 p.m. This is being added to and improved from time to time as suitable material is acquired. At present it includes exhibits of hard and soft-wood distillation products; timber specimens, showing bark and wood characteristics; models illustrating methods of making strength tests; normal characteristics of wood, and defects in lumber; wood-destroying fungi, insects and marine organisms; mechanical and chemical wood pulps

and their products; and other miscellaneous products and derivatives from trees. The many new uses of wood products have aroused much interest.

A smaller permanent exhibit has been prepared in co-operation with the Canadian Pacific Railway, which is now on view in the Windsor Street Station, and temporary exhibits are prepared from time to time for special occasions, for example, an exhibit which is on its way to the Lyons Fair at Lyons, France.

Another activity of this branch of the Laboratories' work is the preparation of sets of authentic specimens of Canadian woods. These are intended for distribution to manual training and technical schools and other similar institutions.

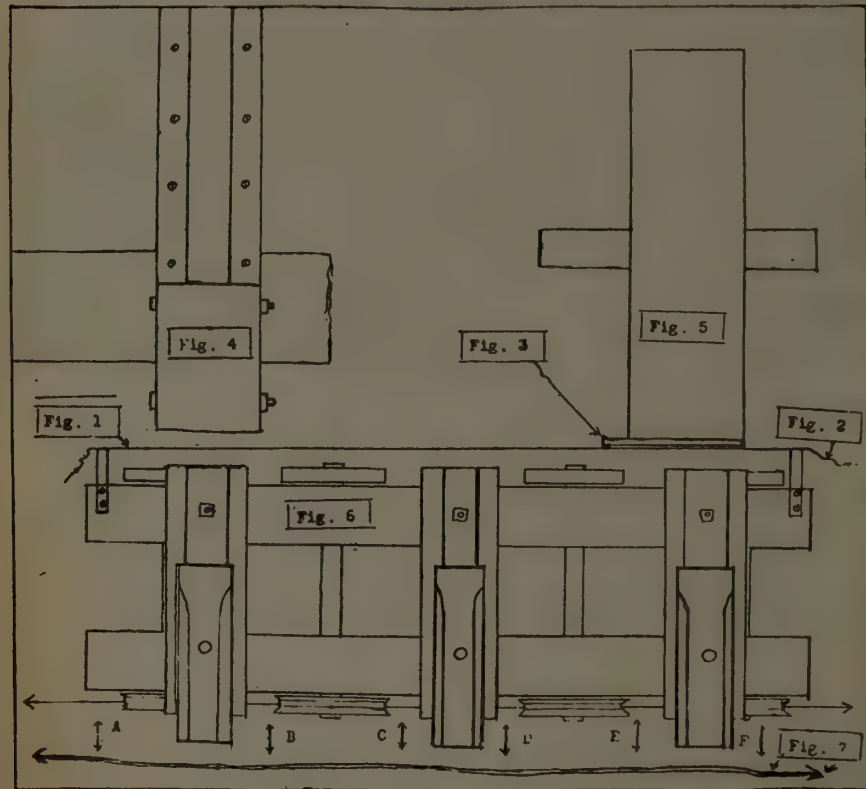
Why Scientific Research is Essential

Now that the war is over, and members of the staff of the laboratories, who have been away in their country's service on military duty, are returning from overseas, it is hoped that it will be possible to resume investigative work on a much more extensive scale than ever before. That scientific research is essential to a growing industry is one of the lessons learned during the recent conflict, and the lumber and other wood-using industries are no exception to this rule. It is a certainty that the savings resulting from industrial research will represent an amount the interest on which will repay the laboratory expenses many times over.

The larger an industrial research laboratory becomes the more rapidly its rate of efficiency increases and no one can deny the pressing need for study of natural resources in this country. It is hoped that the Federal Government will not overlook the needs of Canadian wood-using industries in this regard, and that provision will be made for an adequate research programme. An expression from the lumbermen would go a long way toward reaching the desired goal.

New Way of Locating Carriage Track Defects

There are many ways and means of locating and correcting curves or kinks in the V-rail of the carriage track, but at best the more common methods are not accurate. Many mill mechanics practice lining the entire guide rail (V-rail) by making a silk line or cord fast at each end of the track and directly over and in centre of the V, which makes it necessary to jack up the side of carriage



while lining takes place. That is very well, but a better way may be used without lifting the carriage off the rails, says R. C. Leibe in the "American Lumberman."

That better way may be described as making this line from end to end tight and instead of over the centre of rail, as stated, let it be about 4 inches from it on the outside of the V-rail, and about level with it. Then use a hardwood block, say 1½ inches square and 6 inches in length, with a V-notch cut in its end to fit the V-top of this rail, and when the line is extended to the end off block, the mechanic may slide this block up or down the half of the track not covered by the carriage, which will show any kinks or curves in the guide-rail; for should this block either pull away or press against

the line, that would indicate either an "in-curve" or "outcurve" in track.

Such a curve or short kink in the V-rail or guide-rail not only shows in every board of lumber sawn, but magnifies it many times, producing what commonly is referred to by millmen as "snakey" lumber, which is fatal to its sale. When these instructions are carried out, the carriage may be moved to other end of track without interfering with the line in any way, and the other half of V-rail may be tested and repaired according to need. Drawbolts may be used to draw this rail to either side until it comes right with the line, which the end of the block will show. The carriage track often is blamed for carriage troubles and when making the V-rail perfectly straight the carriage wheels, bearings, offset collars and hinges thereon should be looked over; and after taking up all lost play, then a new idea may be applied which has proved just why bad lumber is sawn when the saws are fitted with expert care, the V-guide-rail is straight and carriage seemingly in pink condition. To get the saw line the saw actually makes when sawing a log is the idea in a nutshell.

The writer has prepared a drawing which shows very plainly how to apply this test along with other kinks of value pertaining to the track and carriage. Referring to the drawing, which shows the top view of log-carriage, handwheel, saw section in position and one skid of log deck, we will begin at figure 1, which is a line made fast at one end of the carriage frame and extending to the other end and made fast. This line should be made very tight and come on a level with top of headblocks, or a trifle above. The line must also be extended from the carriage enough to just touch the band saw between teethpoints. When adjusted to this position at each end (shown at figures 1 and 2) the test is made by beginning at the front end of carriage and moving it up the track slowly, watching the line where it touches the saw, or nearly so, for an opening to appear, or for the line to press the saw, as the case may be. In ninety-nine cases in a hundred there will be seen serious defects despite the fact that the whole rig seems to be right. The line stretched from end to end of carriage represents the log or carriage itself, while the saw remains the cutting blade, and this line makes every move sideways that the log makes while dogged to the carriage; therefore actual sawing conditions are tested. While this test the saw should be standing still.

Figure 3 shows the bandsaw section. Note the line in position near it. When the carriage moves up, this slides along almost touching the saw, showing every defect and whether a slight curve in V-rail has been overlooked. As the carriage is guided by the two end trucks the curve may readily be located by stopping the carriage at the point where it does not come right with the saw, and after marking this spot with chalk opposite the bottom of each V-wheel as shown by the arrow A to F, the carriage may be moved back and a drawbolt inserted to draw out the curve. The tests may be made again to see if corrected.

Figure 4 shows a valuable kink. It shows the end of a log deck skid with the iron strips on top as used, but on its end nearest the carriage is shown a cast iron cover extending over the top, both sides and front end of the wooden skid. This saves this end from becoming worn, splintered and in bad shape, causing a hollow which prevents logs from landing on the carriage speedily. This iron end cover is bolted on as seen and can be cast at any shop. Figure 5 is a hand wheel, showing position in relation to the carriage. Figure 6 is a carriage frame.

The flat wheels being shown on the mill side, shows the V-wheels on the other. Note the extended line with arrow heads on ends which represent a straight track. Now note at figure 7 a snakey line which might represent a very bad V-rail. If a V-rail could get that bad the line would work back and forth to and from the saw very much, which gives the idea.

Will Hold Big Lumber Congress in Chicago

Walker D. Hines, the new Director General of Railroads, will address the American Lumber Congress on April 16th. This general Lumber Congress to which all branches of the industry are invited, will be held in Chicago at the Congress Hotel April 14, 15 and 16. Methods of retail service and the merchandizing of lumber will occupy the first day's session; the manufacturers and distributors of lumber will discuss their problems in the meetings of the 15th and the next day's sessions will be devoted to Government Relations questions. On April 16 and 17, the National Lumber Manufacturers Association will hold its annual meeting.

The French are looking to the American continent for lumber for reconstruction purposes and the demand will be still greater when their rebuilding plans are more matured.

Vice Consul Davis B. Levis at Kingston, Jamaica, reports that lumber and shingles, valued at a quarter of a million dollars were imported into Jamaica in 1917.

Advantages of Frame Barn Are Numerous

The Plank Frame Structure Has Come To Stay—Some Live Building Pointers for Retail Lumbermen to Drive Home—Need of Good Ventilation

There was a lively discussion on barn plans and the prospects for building during the coming season at the recent convention of the Ontario Retail Lumber Dealers' Association held in Toronto. In the debate on the subject a number of the delegates took part and some good points were brought out in the matter of adopting standard plans particularly as a benefit and convenience to the rural customers of the lumber merchant.

It was felt on the whole that the coming season would be fairly good building one and in some sections that structural operations would be very active. In the course of the discussion one visitor from the East stated that in his section the metal barn had not found any great measure of favor as it was very warm in summer and cold and damp in the winter as the temperature rose or fell. He added that a metal barn being close does not permit of the perfect sweating of hay or grain as does a wooden barn where the siding is open and usually spaced about half an inch apart. This allows of drying and sweating naturally as the fourth side of the mow is open to the drive floor. The metal barns now being erected are more subject he added to fire by instantaneous combustion, owing to gases being formed in the process of sweating out grain that lies at or near the roof, which in summer is very hot and is apt to become on fire through the above cause. The metal roof in winter, if a sudden change in temperature takes place is damp and drips on the hay in the mow, which has a very deteriorating effect on its quality as a fodder. Metal foul air terminals on the peak are subject to this also. Wooden cupolas are not. "As far as fire preventing qualities are concerned, personally I do not see how the metal barn is superior to the old style wooden barn where the siding is left 1/2 inch to 1 inch apart," he concluded.

Framing of the Modern Barn

Several other delegates told of their experience, and John C. Colthart, of Beatty Bros., Limited, Fergus, Ont., who was in attendance, was asked to explain the barn service plan, which his firm furnishes. He stated that they were supplying their barn service for practically the whole of the Dominion, and had plans suitable for most localities. They were always willing to co-operate with the local contractor, with the mutual benefit of each in view, and had many blue prints in their files, a number of which were displayed, showing the class of work turned out. Pointing to an illustration on the wall, Mr. Colthart, in discussing the respective merits of the question, stated that the plank frame barn had come to stay on account of the difficulty in getting timbers long enough and straight enough to build the old-fashioned timber frame.

"A glance at the illustration will show," he continued, "how the framing is so thoroughly braced and how much easier it is to frame than the old timber barn. As far as sanitary walls are concerned in the basement, by experience we find that cement up to the under side of the windows, or a foot above the ground and studding with layer of building paper and lumber on either side of the studding is the ideal wall, as far as warmth and ventilation is concerned. Solid cement and stone walls, unless they are strapped and lined, are very apt to cause condensation in cold weather and dripping in mild weather.

The Proper System of Ventilation

"A good system of ventilation is absolutely necessary in any barn, and we find that the Rutherford system is best adapted to this climate of ours. This system works on a natural basis and not mechanically, as many other systems do. The nearer one approaches nature's laws the more perfect any system is. The Rutherford system works on the assumption, which has been proved correct, that each adult cow requires 8 square inches of inlet per head and 15 square inches of outlet."

The speaker said that his firm manufacture a fresh air inlet which has been recommended by Rutherford and other leading authorities on this subject. This fresh air inlet is sufficient for six head, having 48 square inches of inlet and is provided with a damper so that one can regulate the intake according to the number of head and the climatic condition. This is installed at or near the floor level, the cold air receiving an upward thrust as it leaves the inlet so that no direct draft blows on the cows. The foul air shaft

should be constructed of two layers of tongue and groove material with air space between to prevent condensation and should be carried as straight as is possible to the ridge without interfering with the hay track above. This inner chute should never be less than 16" x 16", and should also be provided with a damper to control too quick or sluggish a draft. A 16" x 16" outlet is sufficient for 16 or 17 head.

Railways Postpone Exacting Cash or Bonds

The Canadian railway companies have advised shippers that their instruction regarding credits, which was to have gone into effect March 1st would not be enforced until at least June 1st.

The Canadian Railway War Board, composed of representatives of the various railways, decreed that credits could no longer be advanced to shippers, and that after March 1st they would have to pay cash for their shipments, or otherwise place a bond with a company, satisfactory to the railway company, to secure seven days' credit.

The action of the railway companies in not enforcing the order is due to the protests that have been made by the Canadian Manufacturers' Association, Canadian Lumbermen's Association, the Board of Trade and individual shippers. Large firms contend that the railway companies demand that a bond as security for payment be placed with a firm, who are no more responsible than their own, is a reflection on their credit and resent it. A still stronger argument against the order is advanced by the manufacturers. On this score they state that many errors are found in the railway companies' billing and think that their traffic departments should be given an opportunity to check up the bills before they are paid.

Mr. Parsons Joins Canadian Western Staff

E. C. Parsons, of Vancouver, has joined the selling staff of the Toronto branch of the Canadian Western Lumber Co., Limited, of Fraser Mills, B. C., and will be associated with L. D. Barclay, local manager of the firm. He takes the place of P. J. McCormack, who is now located in the west and is sales manager of the company. Mr. Parsons, who is a native of Somersetshire, Eng., spent a couple of years in the lumber manufacturing business before coming to Canada in 1907. He located in the west and for eight years was in the service of Rogers Lumber Yards, Limited, Moose Jaw, Sask., being manager of one of their line yards. Subsequently he was with the Retail Lumbermen's Purchasing Agency, of Vancouver, in the capacity of salesman and then went with the Pacific Lumbermen's Inspection Bureau in the grading of fir and other stock at the mills for aeroplane requirements. Mr. Parsons has had a well rounded experience in the manufacturing, selling and inspection ends of the lumber and timber vocations and has taken up his residence in Toronto, where he has already made a large number of friends.

Settling Disputes Arising Out of Shipments

The Senior British Trade Commissioner in Canada and Newfoundland (Mr. G. T. Milne, 367 Beaver Hall Square, Montreal) has been notified by the Imperial Department of Overseas Trade in London that he is empowered to appoint an expert to examine and report upon consignments of goods from the United Kingdom, in respect of which a dispute has arisen, and to certify the signature of such experts as authentic. The Commissioner will, however, only intervene when requested to do so by both parties to the dispute.

The kind of disputes in which the Commissioner may intervene are those regarding goods which are alleged to be not up to sample, or which have arrived in a damaged condition owing to faulty packing. The Commissioner is not authorized to deal with claims under the insurance policies for goods damaged during the voyage. As the official Trade Representative in Canada and Newfoundland of the Indian Government, the Commissioner is also authorized to act in regard to disputes relative to shipments from India. The remuneration of experts appointed by the Commissioner is a matter for the parties to the dispute. No fee will be charged for his services.

The British Trade Commissioner at Toronto (Mr. F. W. Field, 257 Confederation Life Bldg., Toronto) is empowered to act in disputes out of shipments to Toronto and to other centres in Ontario.

Eternal Vigilance is the Price of Safety

Importance of Accident Prevention in the Sawmill and Logging Camps - Necessity of Organization and Co-operation in Minimizing Hazards

The National Safety Council believes that the subject of accident prevention in logging, in the sawmill and in the woodworking plant is so important that it has a special section devoted to this subject. It is known as the Woodworking, Lumbering and Logging Section, and at each of the annual congresses of the council a number of sessions are held by those particularly concerned with reducing the hazard in these industries says G. D. Crain, jr., in the "Southern Lumberman."

The general enactment of workmen's compensation laws, and the necessity for paying indemnity for loss of time, is a further evidence of the value of accident prevention work. When a man is hurt and has to stop work, it is not only a case of individual suffering and deprivation, but the industry and ultimately the community pay the cost of the accident. Thus the lumberman who sees to it that accident prevention work is done among his organization is benefiting himself, his employees and the community at large.

One of the ideas that the National Safety Council has done much

operator, jumped and was caught under the falling crane bed. His thigh was broken and he was otherwise bruised. The first tier of logs checked the complete capsizing of the crane and saved him from being killed."

It may be interesting to explain, in this connection, that bulletins of this sort are issued from the office of the safety organizations every week. They are intended to be posted on the bulletin boards at the plants of members, and to be read by their workmen. The council has nearly 4,000 members, in 150 different lines of industry, and the bulletins are put before 6,000,000 workmen every week. That is why the story that is told, like the one above, is in short, easy words, and in sentences that anyone can grasp the meaning of without difficulty.

The moral drawn from the accident that has been depicted is given in the bulletin as follows:

"This 'Happens' When We Don't Think Safety.

"One of the hardest jobs most of us have to do is to think.

"Plant safety committees have spent thousands of dollars of

THIS "HAPPENS" WHEN WE DON'T THINK SAFETY



Logs were being unloaded onto the second tier back from the track. The men on the car carelessly looped up too big a load, which, when swung out to the side, tipped the crane over.

Peter Campbell, crane operator, jumped and was caught under the falling crane bed. His thigh was broken and he was otherwise bruised. The first tier of logs checked the complete capsizing of the crane and saved him from being killed.

The accident pictured in this bulletin didn't "happen"—it came to pass because some men aren't THINKING SAFETY.

One of the hardest jobs most of us have to do is to THINK.

Plant Safety Committees have spent thousands of dollars of Company money for guards, but what good are guards if men don't mix brains with their work?

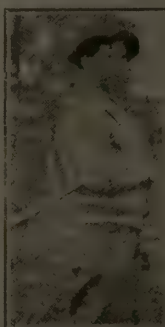
Hundreds of dangerous places have been guarded—that's easy.

Now, we find ourselves "up against" the real thing, viz: To make safety as much a part of the daily life of our fellow-workman as is his love for his wife, mother or sweetheart. That's some job, Mr. Safety Committeemen, but it's up to you! Do it as well as you have done the guarding and it will be well done.

An Axe is a Dangerous Tool

In November 1914 Peter Olson, while walking through the brush, stumbled and fell. His thumb was badly cut and his index finger had to be taken off at the second joint.

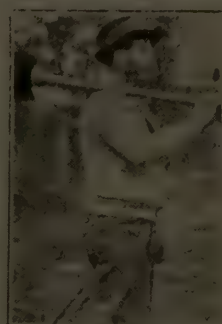
HE WAS CARRYING HIS AXE UNDER HIS ARM



UNSAFE WAY

THE RULE—"The only safe way to carry an axe is with the handle on the shoulder and the head back of the shoulder. Many men who have carried the axe with the head under the arm have stumbled and fallen and have been seriously injured."

Watch Your Axe



SAFE WAY

In one State 271 men were injured handling axes during the last 18 months.



Safe and Unsafe Logging Equipment

← UNSAFE

The old side stakes, bound together with wire, always a menace to human life, and a confining expense for time and labor.



SAFE

Automatic car stake, tripped from the rear side, combines durability, economy and safety.

Some instructive bulletins issued by the National Safety Council

to get rid of is that all there is to accident prevention is guarding machinery. This is important, of course, and exposed gears and dangerous belts cause accidents. But merely covering up points of hazard in machinery and equipment does not mean that all of the accidents are going to cease. The majority of accidents come about from other causes. Many of them have nothing to do with machinery, and in many cases the employee is careless and brings the accident on himself.

The attitude of the employer in such a case is one of impatience and irritation—why didn't the employee use his head? But few sawmill men stop to think that even a country negro can be educated into better attention to safety methods, and that the most ignorant worker can be trained into thinking safety. When a man really puts "safety first" in his work, he is not likely to have an accident, and furthermore he is likely to implant the same idea in the minds of his fellows. It is the careless employer who has the highest accident rate.

Consequently, the bulletin service of the council has been especially useful in pointing out general hazards, which have to do with the individual rather than the machine. A very interesting bulletin, which was intended to show carelessness in handling logs is reproduced with this article. It shows a scene in the log yard of the Kimberly-Clark Company, Neenah, Wis., where a crane was turned over because of an excessive load. The description of the accident that goes with the picture says:

"Logs were being unloaded onto the second tier back from the track. The men on the car carelessly looped up too big a load, which swung out to the side, tipped the crane over. Peter Campbell, crane

company money for guards, but what good are guards if men don't mix brain with their work?

"Hundreds of dangerous places have been guarded—that's easy.

"Now we find ourselves up against the real thing, viz: to make safety as much a part of the daily life of our fellow-workman as is his love for his wife, mother or sweetheart. That's some job, Mr. Safety Committeemen, but it's up to you. Do it as well as you have done the guarding and it will be well done.

"The accident pictured in this bulletin didn't 'Happen.' It came to pass because some men aren't THINKING SAFETY."

Another bulletin shows the difference between safe and unsafe logging equipment. In one instance, old side stakes, bound together with wire, are shown in use on a car. The safe method, involving the use of automatic car stakes, tripped from the rear, is then shown below. This is one of the main advantages of these bulletins—they not only point out the wrong way, but they proceed also to show the right way of doing the thing.

Similarly, safe and unsafe methods of carrying axes, saws, etc., are shown. Some of the bulletins, as may be gathered from these remarks, are specialized, applying only to certain industries, such as logging and sawmilling, and others are general and indicate hazards that are common to all industries. The rule suggested for carrying axes, which is quoted from a bulletin of the Wisconsin Industrial Commission, is as follows:

"The only safe way to carry an axe is with the handle on the shoulder and the head back of the shoulder. Many men who have

carried the axe with the head under the arm have stumbled and fallen and have been seriously injured."

Dealing with carelessness in handling saws, a picture shown on one of the bulletins depicts a workman walking through the woods, with this comment:

"Arthur Schwarz was walking through the woods with his saw under his arm. His foot tripped and he fell. His arm and side were badly cut by the saw teeth.

"William Berg, while walking on a log with his saw under his arm, slipped and fell. The saw cut a deep gash in his wrist."

These pictures, showing the men actually at work, and giving their names and the circumstances of the accidents, make a deep impression on workmen. They see themselves in the same places, and realize how easy it would be to get hurt in the same way. That impresses on their memory a rule such as this one, which ordinarily would have little permanent effect, because it would not appeal to the imagination:

"The only safe way to carry a saw is to carry it over your shoulder with the teeth pointed away from the neck."

Seeking the Co-operation of Employees

Reference was made in one of the bulletins quoted to the importance of safety committees, and the valuable work which men on these committees can do. Some of the industries, such as iron and steel, have succeeded in making a tremendous decrease both in the rate and severity of accidents by enlisting their men in safety work. Too few lumbermen have taken up the question or sought to get the co-operation of their men to prevent accidents. Their attitude often is that they are paying the insurance company to take care of claims, so what's the use? But the insurance companies are getting to the point where risks with large loss ratios are penalized with high rates, and those with favorable records in this respect get lower rates. Hence the lumber plant which through organization of the men and education of them to safety ideas brings down its accident rate is immediately in a position to claim a lower insurance rate, and to make this saying while at the same time it maintains its working organization in better shape and shows less time lost from work by its employees on account of accident.

Some interesting material regarding the organization of men along safety lines in logging camps was given at one of the sectional meetings of the National Safety Council a year or two ago by Robert B. Goodman, of the Goodman Lumber Company, Goodman, Wis., who said:

"A modified form of safety organizations has been suggested for the larger camps, in the form of a committee composed of three to five of the best employees. Their duties would be to inspect chains, jammers and similar apparatus; look after accident preventions in general, and have authority in all matters relating to safety. Particular stress is laid on the moral effect of such a committee.

"I am not in favor of special organizations in our logging camps for the reason that I have not found many practical loggers who will enthuse on this subject. They all prefer to place the full responsibility on the foreman.

"We are at present facing a serious situation. The old-time lumberjack is passing, experienced wood workers are becoming scarce. Our forces are being recruited largely from inexperienced men, and our compensation laws have, to a certain extent, relieved the shortsighted workman from apprehension. On the other hand, we are beginning to experience the change that has taken place more largely in other regions from human and horse energy to steam machinery. The introduction of steam machinery in our woods brings with it, of necessity, the introduction of more definite organization, the adherence to specific rules of conduct and the possibility of specific safeguards. What special dangers it brings with it are so obvious that the actual danger is greatly diminished."

What Vigilant Committee Can Do

M. L. Fellmer, chief safety engineer of W. H. Markham & Co., of St. Louis, made a plea for the safety committee at the same meeting, when he said:

"Experience shows that mechanical guards eliminate a little less than 30 per cent of preventable accidents, therefore the education of all concerned is the main object of every safety campaign. The only effective plan of safety organization is the committee plan. The management appoints a central committee, consisting of the superintendent and a general committee of workmen from the different plants, or, in the case of one plant only, from different parts of the plant.

"Just try forming such a committee from the workmen and turn them loose to make an inspection once a month, and instruct them to look for conditions that they would change if they owned the plant, and watch results. If they do not show you many a condition that needs material improvements, you have either not impressed them thoroughly enough with the fact that you wanted their co-operation

and that they need not fear censure for constructive criticism of existing conditions, or you have a perfect plant. Then you can 'light up' and pat yourself on the back, but in the language of the farmer that saw the giraffe at the circus, 'they ain't no sich animile.'

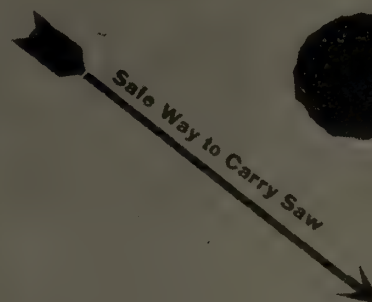
"Not infrequently the workmen's committee reports conditions that, if properly taken in hand, will result in a material increase in efficiency. Let the workmen's committee report their findings to the central committee for their approval or rejection. Right here let me emphasize again that it is the spirit of co-operation you are after and that spirit must be in evidence at the meetings.

"The men may make suggestions which the management finds impracticable or not acceptable for one reason or another. Wherever feasible tell the committee why the suggestion cannot be used. If you do not feel that you should tell them, thank them for their effort

Saws Are Dangerous

HE TRIPPED

"Arthur Schwarz was walking through the woods with his saw under his arm. His foot tripped and he fell. His arm and side were badly cut by the saw teeth."



HE SLIPPED

"William Berg, while walking on a log with his saw under his arm, slipped and fell. The saw cut a deep gash in his wrist."



RULE No. 2

"The only safe way to carry a saw is to carry it over your shoulder with the teeth pointed away from the neck."

Logging Series No. 8

The wrong and the right way to carry a saw

anyway, and encourage them to further effort, although you cannot accept this or that suggestion.

"After you have held a meeting of the central committee call together the foremen and watch 'em open their eyes when they see how this or that operation can be made safer and more efficient, how this or that condition in their department can be improved. An amusing incident happened not so long ago in a plant which has just instituted a safety campaign. At the meeting of the foremen a young foreman's attention was called to certain conditions as existing in his department. The young chap smilingly said, 'That may have been true at the time the inspection was made, but go out there now and I'm certain you can't find the condition.' When he was asked why and how, he said 'I pumped the committeeman before coming here and went right after the thing.' That was the most gratifying thing in that young safety campaign. The spirit of Safety First was permeating that organization through and through.

"Naturally, the personnel of the shop committee should be changed from time to time, and as the committeemen step back into the

ranks, they will still disseminate the spirit of the work among their fellows and caution newcomers against unsafe practices. At the meetings of the committees do not have parliamentary rules used—make it a round-table affair. A good cigar handed around helps a whole lot in getting the men at their ease.

"Employers in the sawmill industry frequently are still better situated as regards the safety movement than are the employers in the woodworking plants in cities. In a great many instances the sawmill employer is the only employer in his locality. He personally knows all of his employees, and any efforts shown by him to improve working conditions for his men and to reduce the chances of accident are bound to produce the most beneficial results."

The Practical and the Humanitarian

Suggestions for the organization of safety work in a sawmill were summarized in another paper read before the Logging, Lumbering and Woodworking Section of the National Safety Council in the following:

"The employer should be satisfied in his own mind and convinced beyond a question of doubt that it is a practical business proposition as well as a humanitarian one.

"He should impress upon his management, superintendents and foremen the practicability of such and his sincere intentions to carry out the work, thus making it a part of their duties.

"He should adopt some feasible plan which would provide for practical mechanical safeguarding; co-operation and education of employees and should also formulate an organization to carry out such a plan."

While sawmill men have not gone into the matter of organizing their employees for safety as enthusiastically as some other industries have done, there is little doubt that this will prove to be one of the best investments of effort that a lumber manufacturer can make. The men will appreciate it because it will demonstrate the interest that the employer has in their safety, and it will react favorably in every possible way. But, as indicated above, the lumberman himself must be "sold" on the idea or safety committees before he starts anything along this line.

One of the big divisions of the work of the National Safety Council is the Health Service Section. It has realized that there is a close relation between the health of the workman and his liability to accidents, and likewise that sanitary conditions in and around the plant affect the chances for health on his part. Industrial physicians and surgeons, who are employed by large corporations to care for cases of sickness and accident, compose the membership of the Health Service Section, which is issuing a series of bulletins directed to the workers and advising them as to simple rules of hygiene by means of which to direct their daily lives. All of these things are of the utmost value in improving the general character of the workers.

The writer has followed the work of the National Safety Council for some time, and is impressed with the value and practical character of its efforts. The lumber concern which is interested in improving safety conditions in its logging work or at its mill or woodworking plant should make a point of joining the organization and getting the benefit of its advice and service along this line. It will receive all of the bulletins and pamphlets which it issues, and which cover all phases of safety organization and effort. The proceedings of the congresses are also put in permanent form, providing a library of reference material that is of great importance.

Never before was man-power of such value; never was the importance of accident prevention greater, and never were the dividends which will be paid to the employer who gets into the accident prevention greater, and never were the dividends which will be paid to the employer who gets into the accident prevention game so sure and large.

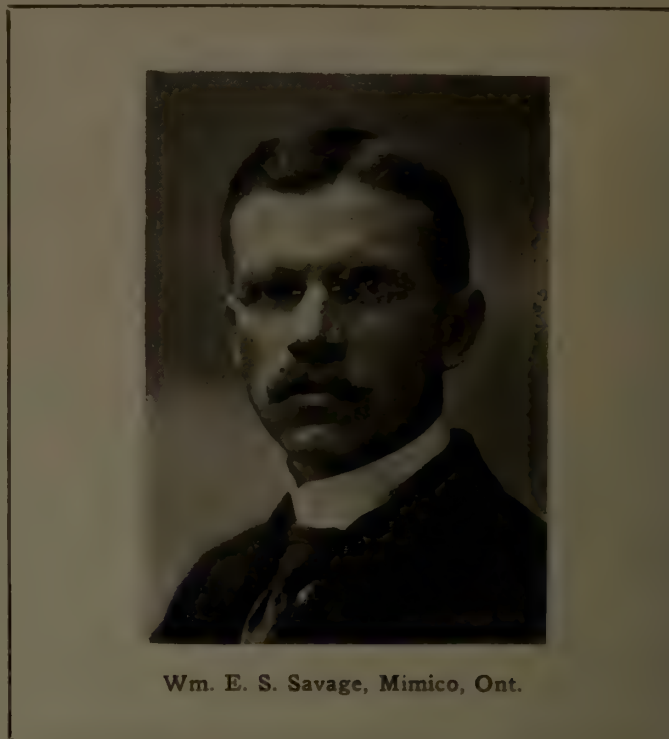
He Had Narrow Escape From Drowning

Grant P. Davidson, of James Davidson Sons, Ottawa, narrowly escaped death by drowning in the Colongue River during the course of a recent tour of inspection of the woods, camps and bush operations.

A sleigh carrying Mr. Davidson and two others crossed some thin ice which had formed over a hole, which had not been marked. A logging sleigh had "gone through" the day before. The horses dropped and the occupants jumped, Mr. Davidson going clean through the ice up to his armpits. He kept himself above the water by extending his elbows and arms to the supporting ice around him. The current at the point is very swift, but Mr. Davidson finally managed to extricate himself. After his icy bath he has so far escaped with no other complications than a heavy cold. His brother and partner Keith Davidson, instructor of the 91st squadron of the Royal Air Force, is expected to return to Canada in six weeks.

Retailer Believes in System and Service

"System and Service" is the slogan of Wm. E. S. Savage, who for the past two years and a half years has been in the retail lumber line in Mimico and has met with a large measure of success in his undertaking. Located on the Lake Shore Road between Mimico and New Toronto he opened out to do business in August, 1916. Mr. Savage soon discovered that he had settled in the right place as the various busy factories in the neighborhood require lumber all the time and their numerous employees are fast removing to the district near their work which means the erection of new houses, general repairs and extensions. There are no vacant dwellings in either Mimico or New Toronto and consequently there is every inducement for home building. Mr. Savage states that located as he is in the centre



Wm. E. S. Savage, Mimico, Ont.

of what is bound to be the most industrious suburb of Toronto, he finds his business increasing steadily. In November last he was obliged to add several new machines in order to manufacture sash and, with this addition to his plant, he now possesses a well equipped planing mill and sash factory, which places him in a position to supply builders with everything that they may require.

Mr. Savage recently erected a commodious and well appointed lumber storage shed and this, with his other facilities, makes the factory and suitably arranged adjoining buildings complete in practically every detail. The piling space in his lumber yards is carefully laid out and all lumber systematically arranged. Mr. Savage does not claim to run the largest yard, but his business is growing satisfactorily. He has an excellent site and with strict attention to wants of his patrons and a well assorted stock he reports that the prospects for the coming season are very good. He makes a specialty of detail work and handles not only pine, hemlock and hardwood lumber, but also shingles, lath, cedar posts, sash, doors, and wall board.

B.C. Forest Branch Statistics

Timber scaled in B. C. during the month of December, 1918, was as follows:

Total interior—Douglas fir, 5,232,964; red cedar, 3,693,734; spruce 981,563; hemlock, 325,745; balsam, 311,417; yellow pine, 1,223,783; white pine, 800,594; jack pine, 495,001; larch, 1,220,754; cottonwood, 100; birch, 1,813. Total Coast—Douglas fir, 53,395,826; red cedar, 25,914,532; spruce, 25,532,202; hemlock, 18,160,180; balsam, 3,712,879; white pine, 375,685; jack pine, 1,257,312; cottonwood, 510,695; cypress, 2,921; maple, 2,311. Total for B. C.—Douglas fir, 58,627,890; red cedar, 29,608,266; spruce, 26,513,765; hemlock, 18,483,925; balsam, 4,024,296; yellow pine, 1,225,783; white pine, 1,176,279; jack pine, 1,750,313; larch, 1,220,754; cottonwood, 510,795; cypress, 2,921; maple, 2,311; birch, 1,813. Total all species 143,147,111 feet b.m.

Revenue statement for month of December, 1918, was as follows: Timber licenses, \$202,909.54; hand loggers' license fee, \$350; timber lease rentals, \$668.56; timber sales, \$21,546.12; scale and royalty, \$147,453.17; miscellaneous and refunds, \$597.16. Total, \$373,524.55. Forest Protection Fund, \$12,853.76.

Has Canada Lost Big Portable House Order?

Will Canada lose a six-million dollar order for 10,000 portable houses to the United States or Sweden? There seems such a probability according to information gleaned recently, when it became known that the Government through Hon. A. K. MacLean was not prepared to offer relief in the matter of reduced ocean freight rates, writes the Ottawa correspondent of the "Canada Lumberman."

The order for the 10,000 portable houses was secured by Mr. A. G. Rose of Ottawa who lately went overseas to represent the interests of the Canadian Timber Products Association, and its acceptance was subject to the approval of the association. Some time ago press reports were to the effect that William Rutherford and Sons, Montreal, had received an order for \$4,000,000 for portable houses, but according to information given by a member of the Association at Ottawa this report was incorrect.

Instead of being \$4,000,000 the amount of the order received was \$6,200,000 and the houses were not all for the Montreal firm but were to have been split up into lots or shares and given to the different factories, fourteen in all, who are members of the C.T.P.A.

It appears that the members of the Association found they could not accept the order at the price quoted overseas to secure it, on account of the high ocean rate, which, at present is seventy five cents per cubic foot. Accordingly representations on behalf of the Association were made to Hon. A. K. MacLean requesting that the Government intervene and secure a freight rate of twenty-five cents per cubic foot.

After hearing the deputation Mr. MacLean gave the impression that he did not see how anything could be done. In addition your correspondent has been informed that the shipping companies are not anxious to lower the existing rate for ocean tonnage, preferring to handle grain or flour in preference to portable houses.

"A six million dollar order is not picked up every day, and besides it means in this time of unemployment a great deal to the labor of the country. We certainly think the Government should do something to get us a lower ocean rate so this business can come to Canada," said one of the leading lumbermen at Ottawa, who is also a member of the Canada Timber Products Association.

"Work has never been so quiet in wood working factories in Ottawa for twenty years. Here we have an opportunity of securing an order that will give employment to about three hundred factory hands for many months, and the Government seems to be indifferent whether it is done or not," he added.

It is further stated that the order has only been secured in competition with representatives from Sweden and the United States. If Canada cannot get a lower ocean rate to meet the competition abroad it seems highly probable that the business will be placed elsewhere, and tens of thousands of feet of Canadian lumber, and the prospective source from which Canadian labor will derive benefit will be lost.

As an illustration of some of the sales and shipping conditions as they exist, it is interesting to remark that every stick of pine in the yards of one big lumber company has not only been sold but shipped principally overseas, the bottoms going via Boston to the Old Country. The proportionate increase in freight rates by the Ottawa company shipping via Boston instead of Montreal are six, to one and one half.

New Lumber Company Will Operate Near Spragge

A charter has been granted the Beaver Timber & Tie Company Ltd., with a capital stock of \$100,000 and head-quarters in Toronto. An office has been opened at Room 408 Tyrrell Bldg., King St., East, Toronto. The provisional president of the company is Edward Howell, of Mimico, who has been for years a well known local contractor and builder. The manager is Thos Elliott, of New Toronto, who is a practical lumberman having had wide experience in logging, sawing and construction work in the province of Quebec.

The new company have acquired the timber rights and site of the Maple Lake Lumber Company, whose mill at the mouth of the Serpent River in the Lake Huron District was destroyed by fire three years ago. This mill will be rebuilt and it is expected will be in operation early in the summer. The output will be about 20,000 feet a day and the Beaver Timber & Tie Company expect that their cut during the coming season will not be less than a million feet. The site of the industry is two miles east of Spragge and one mile from Serpent Siding, being on the C. P. R. In the timber rights that have been secured it is estimated that there are about 6,000,000 feet of white pine, 12,000,000 feet of hemlock and birch, 1,000,000 feet of red oak and 1,000,000 feet of spruce as well as other timber. The cutting rights extend over the townships of Proctor and No. 143 in the Algoma district covering 44,000 acres, or an area of 72 square miles. The location of the mill will be at the mouth of the Serpent River where the stream enters Lake Huron. The mill site consists of

28 acres and the Serpent River is well improved for driving purposes, the log drive from the most northern section of the companies limits to the mill being only 20 miles. Construction will start as soon as the building season opens and will be rushed. In its growth and varied character the timber is spoken of as one of the best concessions in the north and Messrs. Howell and Elliott along with the others associated, are most enthusiastic over the prospects of the company.

Death of Mr. James C. Shook

Mr. Jas. C. Shook, manager of the Dickson Company, died on March 6th, in Peterboro, after an illness of several months. Mr. Shook was 66 years of age and, previous to locating in Peterboro in 1905, was connected with the lumber industry in and around Toronto. He spent some time in the west and was widely and favorably known to the trade. Mr. Shook was an upright, enterprising and patriotic citizen of Peterboro, taking an interest in all religious, charitable and patriotic organizations. He stood for all that was progressive and true in the community and was held in high esteem. He is survived by his wife and three sons, Archie at present in France with the 18th Battery, Kenneth of Vancouver, and Donald of Toronto. Mr. Shook's death marks the third bereavement in the family within one month. His brother died in Clarkson, Ont., recently and Mrs. Shook's mother passed away in Toronto only a few days ago.

The Hosts at the Retailers' Dinner

At the recent banquet held at the King Edward hotel, Toronto, which was tendered the delegates to the annual convention of the Ontario Retail Lumber Dealers Association, the hosts were the wholesale lumber dealers of Toronto and Western Ontario. The event, which was a signal success and was fully reported in a recent issue of this paper, marked the largest gathering of the trade which ever took place in Ontario. The complete list of hosts at the enjoyable function was:—

Allan-Stoltz Lumber Co., The C. G. Anderson Lumber Co., Messrs. Robert Bury & Company, Messrs. Campbell, Welsh & Paynes, The Canadian General Lumber Co., Canadian Western Lumber Co., James G. Cane & Co., Edward Clark & Son, A. T. Dadson, J. M. Donovan, A. N. Dudley, Dunn Lumber Co., Elgie & Jarvis Lumber Co., Excelsior Lumber Co., Eyer Lumber Co., Fesserton Timber Co. Gall Lumber Co. Hart & McDonagh, J. P. Johnson & Son, Johnston Lumber Co., Knox Bros., R. Laidlaw Lumber Co., James Lauder, Leak & Co., W. Y. Lloyd, W. J. Lovering, Messrs. McBean & Verral, Muir & Kirkpatrick, Oliver Lumber Co., Pedwell Hardwood Lumber Co., Read Bros., Riter & Co., Seaman-Kent Co., J. B. Smith & Sons, Ltd., W. J. Smith, James R. Summers, Terry & Gordon, Union Lumber Co., Vancouver Lumber Co., Victoria Harbor Lumber Co., Sidney Anderson, Toronto; Beck Lumber Co., Penetang; R. Laidlaw Lumber Co., Sarnia; Long Lumber Co., Hamilton; Mason, Gordon & Co., Montreal; Mickle, Dymont & Son, Barrie; Sheppard Lumber Co., Waubesa; Hocken Lumber Co., Otter Lake; Monteith Bros., Rosseau; Percy E. Young, Kitchener; P. L. Canfield, Woodstock; Goodyear Lumber Co., Oskosh, Wis.

Big Project Not Yet Decided Upon

It was stated by a high official of the International Paper Company, of New York, that no further action had been taken in regard to the plans for building a pulp and paper mill at Three Rivers, Que. The company has been contemplating building a pulp and paper mill at this point for some time, and it was thought recently after officials from the company had visited the locality, that work would begin in the near future. The plan for building mills in the Three Rivers calls for an expenditure of \$6,000,000, and includes the development of Les Forges Rapids, on the St. Maurice River, 9 miles north of Three Rivers.

Northerners Want the Hinterland Developed

Delegates nearly one hundred strong, representing the district between Cochrane and James Bay, and bearing the slogan "On to the Bay," were recently in Toronto interviewing the provincial authorities. They asked extension of the T. and N. O. from its present terminus at Cochrane to the shores of the Bay. The opening up of wide pulpwood areas, the water powers of the James Bay slope, the fixation of atmospheric nitrogen, the iron ores in the Mattagami-Basin and the Belcher Islands, the gypsum beds in the James Bay slope and the other mineral fields which would be opened up by such an extension were urged. Consideration was promised the requests of the deputation by the Premier Sir William Hearst and Hon. G. Howard Ferguson, Minister of Lands, Forests & Mines.

Personal Paragraphs of Interest

John Kesley, a sawmill owner, of Venosta, Que., died recently. T. J. Stevenson, sales manager of the Riordon Pulp & Paper Co., was a recent visitor to New York.

P. D. Gordon of Mason, Gordon & Co., Montreal, is on a business trip to the mills in the Pacific Coast province.

Duncan McLaren, president of the Union Lumber Co., Limited, Toronto, and wife are spending a few weeks in Florida.

George Kersley, wholesale lumber and veneer, Montreal, has just visited Chicago, Indianapolis, and other U. S. points, on a business trip.

Major General Alexander MacDougall, C.B., director general of timber operations in England and France, has returned to his home in Ottawa.

D. C. A. Galarneau has taken a position with the St. Maurice Paper Co., Limited, of Three Rivers, Que. He was lately employed as forester with the Algoma Central Railway.

C. W. Wilkinson, general manager of the Union Lumber Co., Limited, Toronto, and wife who have been spending a few weeks holiday in Florida, have returned home.

W. H. Wilson of Wilson Bros., Quebec and Woodstock timber merchants, passed away lately. He was well known in the trade and had been connected with the industry for many years.

W. B. Blair, of Blair & Rolland, Ltd., wholesale lumber dealers, Montreal, has been the recipient of many expressions of sympathy on the death of his wife, from pneumonia, after a brief illness.

Private D. W. Allan, of the Canadian Forestry Corps, has been presented by the city of Bath, England, with a silver watch and fifty dollars for saving two ladies from drowning. The presentation was made by the Major.

R. G. McWethy of the Gill-Andrews Lumber Company, Wausau, Wisc., spent a few days in Toronto recently looking into the hardwood situation with a view to establishing direct connection for his firm in Ontario.

Brigadier General J. B. White, who was in command of the operations of the Canadian Forestry Corps in France, has actively resumed his former duties as manager of the woods and lumber department of the Riordon Pulp and Paper Co., Montreal.

Hon. William Currie who has been Speaker of the New Brunswick Legislature for the past two years, has resigned. Mr. Currie is vice-president and manager of the Continental Lumber Co., River Charlo, N.B. Dr. J. E. Hetherington, M.L.A. for Queen's, is the new Speaker of the N.B. Legislature.

Sergt. Bryon T. Barlett, who has served in one of the Gas and Flame Regiments in France, and seen active action since July 1st, 1918, has taken up his old work of timber cruising for the James W. Sewall office at Old Town, Maine. Sergt. Barlett was given the Croix de Guerre for bravery in action while in France.

Wm. Henderson of Toronto, superintendent of the Shanty-men's Christian Association, has returned from an extended trip to the Pacific Coast. He also visited Michigan, Minnesota and other states in the interest of the work which he reports is progressing favorably. Branches have been established in British Columbia with promising prospects.

James A. Connors, J. D. Latno, L. T. Calhoun and Bryon T. Barlett of the Sewall office, timber cruisers, Old Town, Maine, have gone on an extensive pulpwood cruising job in the Gaspé Peninsular, P.Q. They expect to get labor there to help them and to finish the careful mapping and estimating of some 40,000 acres of land before the spring breakup. They report that the weather in that section is not cold, but that there is five feet of snow at present.

Major J. I. Hartt, M.P.P., of Orillia, who attended the annual meeting of the Orange Grand Lodge of Ontario West in Woodstock recently, was re-elected Grand Master for the coming year, being returned by acclamation. Major Hartt, who is a well-known lumberman and took an active part in the operations of the Canadian Forestry Corps in France, has been a member of the Orange Order for many years. It was decided to hold the 1920 convention in Orillia which is Major Hartt's home town.

Wm. Rutherford and J. P. Dupuis, of Montreal, were in Toronto recently attending a meeting of the eastern members of the National Council of the Association of Canadian Building and Construction Industries. They called at the offices of the Ontario Retail Dealers Association to make some enquiries, on behalf of the retail lumber trade of Montreal, into the operation of the Lumbermen's Credit Bureau, with a view to establishing a similar service in Montreal in the near future. The Secretary was invited to go to Montreal at

an early date and explain the plan more definitely to the members of the retail lumber trade in that city.

Brigadier Gen. J. B. White, D.S.O., director of the Riordon Pulp and Paper Co., has been made an officer of the Legion of Honor of the French Republic for services rendered the Allies armies whilst commanding the Canadian Forestry Corps in France and as director of timber operations in France. Brigadier Gen. White, prior to the war was in command of a squadron of the Duke of York's 17th Hussars. When it became necessary for England and France to obtain experts in forestry makers, Gen. White went over as major in the 224th Battalion, subsequently returning to Canada, and again going over again in command of the 242nd Battalion. In 1918 General White was appointed director of timber operations in France and deputy director for the British armies. He was awarded the D.S.O. in the 1918 New Year's honors and was made Brigadier in November last.

Capt. George Reid Returns to Canada



Capt. G. T. Reid, D.F.C., Toronto

Capt. Geo. T. Reid, who is a son of John B. Reid of Toronto, vice president of the Ontario Retail Lumber Dealers' Association and former chairman of the Lumbermen's Section of the Toronto Board of Trade, has returned home from overseas' duty. Capt. Reid is looking fine and is none the worse of his many thrilling experiences abroad. Previous to enlisting, Capt. Reid who is 23 years of age, was associated with his father in the lumber business. In the fall of 1916 he recruited C Company of the 242nd Forestry Battalion and picked up nearly 300 as fine specimens of lumber-jacks as could be located anywhere. After some months in forestry operations in England and France Capt. Reid joined the Royal Air Force and was attached to the 69th Squadron. In October last he received the D. F. C. (Distinguished Flying Cross) in recognition of his splendid work and shortly after he was commissioned a flying captain, although he already had this rank with the Forestry Corps for some months. At the time he was awarded the D. F. C., Capt. Reid had served in the air for only six weeks. He had gone out with a party of ten other machines on a night bombing expedition over the Rhineland, but they were sighted by the Huns, who brought down plane after plane. When Capt. Reid returned to the airdrome he found that his was the only machine of the party that had returned. His many friends in the lumber industry are pleased to welcome him home after his stirring experiences abroad.

Bulletin Explains Measurement of Lumber

A recent bulletin, entitled "Important Facts About Canadian Tree Species," issued by the Forestry Branch, Department Interior, defines the unit of measurement of sawn lumber in Canada, and also in the United States, the board foot.

"One board foot," the bulletin states, "consists of a piece of lumber one foot square and one inch in thickness. When applied to inch lumber, this unit may be considered a measurement of surface, but with lumber of other dimensions it is a unit of volume containing 144 cubic inches. A few examples will explain this more clearly. A board 12 feet in length, 1 foot in width and 1 inch in thickness contains 12 board feet and its surface measurement is 12 square feet. A board 12 feet long, 12 inches wide and 2 inches thick contains 24 board feet, while its surface measurement is still only 12 square feet."

Will Control Waters in Lake of Woods

In order that there may be sufficient and proper conservation and control of the waters of the Lake of the Woods, in the interest of navigation, and of other interests, it has been decided by an order-in-Council to create a board of control representing and acting for the Government of the Dominion of Canada and the Province of Ontario.

It is known as the "Lake of the Woods Control Board," and the Dominion has named W. J. Stewart, hydrographer for Canada and consulting engineer for the Department of Exterior Affairs, and J. B. Challies, superintendent of the Dominion Water Power branch, Department of the Interior to represent the Dominion.

Good Effect of Men Getting Together

Eastern and Western Lumbermen Now Understand Conditions
Better as Result of Recent St. John Session

A correspondent of the "Canada Lumberman" writing from St. John, N.B., gives some interesting impressions of the recent C. L. A. convention in that city. He reviews present manufacturing conditions and outlook paying particular attention to the portable saw-mill man. He says:

The Canadian lumbermen from Quebec and the Middle West have come and gone. What the results of their visit will be, remains to be seen. It was the first time in history of the lumber trade, when lumbermen so far removed from one another have met together to discuss their different troubles, and to try to the best of their ability to make things easier for general trading on the line wherever they do business. As yet no results have come but they left us with the best of impressions of themselves and it is to be hoped they carried away a good impression of their Eastern friends.

No sales of any kind were made between the visitors and their Eastern friends, but they of the Middle West have found that we are getting our portion of the British trade as many of the operators in the East had closed up for their 1919 cuts of mills and at fairly good prices. No consideration was given at these meetings to our supposedly smaller friend, the portable mill operator, who if it were figured up in the aggregate, would no doubt out-run the larger manufacturers of wood goods. They are the parties who must in the near future be reckoned with, as it is a well-known fact, that they have a large part in the settling of the prices for deals, etc. As the cut of the portable mills this year is greater than for many years past they are today coming into first place as far as profitable manufacturing is concerned. They get right close to the forest. Their milling plant is not nearly as expensive, overheads are normal, driving expenses are cut out and while they do not manufacture as closely as stationery mills, they do not handle any waste, and are able to cut smaller trees and clean the ground ready for a farm if necessary. These mills today are running longer hours, under less pay, less taxes and getting within \$3 to \$4 per M. as much as the city mills. Our trade journals who ignore them make a vast mistake and in the future the big mills will be a thing of the past and what we call our portable mills, will take their place.

Largely Bought up by the Brokers

A rough estimate of the larger and the portable mill outputs for this year would be in the vicinity of 400 million feet and this has now largely been bought up by the brokers. Especially does this apply to the smaller mills. All that is needed is to get the drives down to the larger mills, the mills to be put in operation and stock shipped. No doubt before long, all selling restrictions to the British Isles will be lifted and free trading will take place.

The first of March saw about all logs hauled off yards and landed on the banks of the streams. While the costs are much greater than a year ago, still it has been a much easier winter to operate and the costs will not be near as high as first estimated. Much now depends on rains for the spring drives. Snow is not plentiful, in many places there is very little indeed. The logs through New Brunswick and Nova Scotia will on a whole be smaller in size than of late years and will therefore produce a much smaller or narrow specification.

Freights are going off and will no doubt get close to normal before the end of summer. Vessels are closing for South America at \$40.00 and will probably take less as the shippers are holding off. The mills at St. John hope to begin operation by the first of April. Just how many plants will be in operation cannot at the present be told.

No Chance for Lowering Prices

Local demand for lumber is at a stand-still. The outlook is not encouraging although the writer cannot see any chance for lower prices for the future. Stumpage for standing timber remains firm and the owners can afford to let it grow. The charges for getting logs will not be so materially reduced as to warrant any reduction. The cost of sawing will remain equally as high and as long as living keeps to its present costs, we cannot expect much lower rates of wages. The western mills of British Columbia have been selling at a loss for years and with 25 per cent. more freight to pay than before, the prices of western fir products will not be even as low as Eastern spruce at present prices. How then can lumber prices be reduced? Can any writer answer it? We certainly would be glad of his reply, giving facts to prove that they will. The American market is dead, and no offers for eastern stock are being received. Lath are flat, shingles are good and will no doubt hold their present prices and probably advance as cedar is very scarce.

Demand for Railroad Ties is Very Good

The Canadian Tie & Lumber Company, Ltd., who recently removed their offices to the Temple Building, Toronto, are extensive dealers in pole and squared ties in which line they specialize exclusively, having large contracts with a number of Canadian railways. They also handle piling, fence posts and lumber. The company was organized in October, 1917, with J. M. McCandless as president, Wm. F. Hoey as vice-president and George F. McCandless as secretary-treasurer. J.M. and George McCandless are also members of the firm of McCandless Bros., of Detroit, Mich., where large operations in the railroad tie line have been conducted successfully by them for many years.

The Canadian Tie & Lumber Company buy ties in many parts of Canada which consist of cedar, tamarack, hemlock, jack pine, red



Peeling cedar fence posts in the Bay City, Mich., yard of McCandless Bros. The woman in the picture keeps up with her husband by peeling 200 posts a day and prepares his meals as well

pine, beech, birch, maple, ash and second growth elm. They also handle timber for railroad work and other requirements. In purchases made by the firm it is stipulated in the specifications that the bark must be removed from all ties with the exception of tamarack and pine. The face of the ties ranges from six to ten inches and the thickness from six to seven inches while the length is eight feet. All hardwood and jack pine ties are creosoted. The company in their operations also supply fence posts and piling of all kinds. They report that the prospects in the railroad tie market for the coming season are promising. With the extensive construction work which will be carried out now that the war is over, the demand for their lines should be very large.

The Dominion Shingle & Cedar Co., Ltd., Pacific Building, Vancouver, with mills at New Westminster and Eburne, have opened a construction department under the guidance of F. L. Johnson, who has been building and operating saw and shingle mills in B. C. and Washington for the past thirty years. Mr. Johnson has just remodelled a modern eight machine shingle mill at Eburne for this company.

The modern Port Alice plant of the Whalen Pulp & Paper Co., Ltd., Vancouver, located at Port Alice, West Coast of Vancouver Island, is now receiving its finishing touches and will be manufacturing seventy tons of pulp daily in the near future. It is expected that over 800 men will be required for the various operations, including logging and sawmilling.

Coolidge & Carlisle

Forest Engineers

Timber Estimates and Maps
Plans for Logging Operations

Bangor, Maine

TIMBER LANDS

Bought and Sold

Timber and Pulp
Wood Estimates

R.R. BRADLEY

Consulting Forester

Globe-Atlantic Bldg.

ST. JOHN - N. B.

Lumberman Who Possesses Public Spirit



J. G. Morningstar,
The lumberman warden of Welland

Jesse G. Morningstar, who was recently elected warden of Welland County, is a man of public spirit, and has spent eight years in municipal life, four as councillor and four as Reeve of Willoughby Township. He resides on Welland R.R. No. 4 and for the last fifteen years has been engaged in the lumber and timber business. For a considerable period he hauled logs to the mills that were conveniently located and had them cut to order. In 1909 he purchased a saw mill of his own which he successfully operates and last year he acquired a portable mill. Ship timber and construction work has been his specialty.

Speaking of his election to the highest office in the gift of the county the Welland "Tribune," in a recent edition, paid him the

following tribute, which will be read with interest.

"J. G. Morningstar, Lumber Merchant," perhaps there is no phrase better known throughout the county than that. Jesse Morningstar, while building up for himself one of the most prosperous businesses in the county, built for himself a personal popularity, that many a less altruistic politician might envy.

When a young man he embarked upon an enterprise the magnitude of which, even at that time, would have deterred any but the most aggressive and determined from undertaking. His first saw-mill in Pelham township was the foundation of his fortunes—and almost became the ruination of his hopes. Built under the most trying circumstances, the first year's run being calculated to pay off most of the cost of construction, the mill had scarcely got under way when it was threatened with fire. In fact it did catch fire and only hard work of Mr. Morningstar and his men prevented the flames from doing more damage than the burning of the roof over the boiler room.

Warden Morningstar's heart, we can imagine missed a beat; but with fresh determination he went to work and his labors were to such good effect that today he owns two of the most prosperous mills in the country in addition to the excellent farm upon which he resides in Willoughby township.

The Warden says that his success has been largely attributable to the ease with which he has always got on with the men who have been engaged with him. But we suspect that his shrewd business abilities contributed largely to the growth of his fortunes.

At any rate, the same qualities that brought success to his business, and personal popularity to himself, have landed him in the Warden's chair; and the efficient and expeditious manner in which he conducted the inaugural session of the 1919 council bears witness to the fact that Warden Morningstar will apply all the experience he gained in his private enterprises to the successful discharge of the duties imposed upon him as head of the county's parliament.

A Talk About Future Lumber Prices

"There are people to-day—as in the old boom times—who think prices are going to stay up at the present high level to which they were artificially forced by war," said Mr. R. P. Shannon, of the R. P. Shannon Lumber Co., Vancouver, to the "Canada Lumberman." "They even think—some of them—that prices should continue on an ascending scale. Such an attitude is quite illogical. What happened at the conclusion of past wars will happen now. The peak has been reached and future changes must be on the down grade, with possibly a stiffening in the spring."

"But you don't surely look for bad times ahead in the lumber industry?" we asked.

"No," he replied. "Do not misunderstand me. I said that, in my opinion, prices are bound to come down—and they are actually on the decline now, and have been since the armistice was signed. But they can come down without interfering with profits if they do so gradually and if the cost of production declines at the same time proportionately. There has been a good market for special cutting in the way of ship timbers, etc., but other lumber has been produced in excess of the demand, due to the abnormal quantity of high-grade stuff called for, the resulting accumulation of side lumber, and, on top of that, the falling down of the prairie market. However, salvation lies in the reported enquiry by the British Government for Can-

adian timber and lumber. The mere enquiry is having an excellent psychological effect; and if substantial orders come from it—of which I feel confident—then a large percentage of our output will be adequately protected as to price. The lumbermen can easily look after the balance themselves."

We mentioned the fact that a number of Vancouver millmen were thinking of getting together and establishing an assembling dock for their mutual benefit and protection, if the Government's plans for the harbor do not allow for one.

"Such a dock might help considerably," said Mr. Shannon, "in the way of stabilizing conditions by giving mills whose only market now is the interior 'another string to their bow.' Any such means to legitimately maintain a fair margin of profit should be carefully investigated, and, if found practicable, adopted in a co-operative spirit by Coast lumbermen."

The conversation then turned on wooden ships.

"In my judgment," said Mr. Shannon, "it wouldn't be safe to bank too strongly on business from this source after the ships now under contract are finished."

"And what is your opinion as to the future of steel shipbuilding at the Coast?" we asked. "Do you agree with Mr. J. J. Coughlan that it will continue at its present rate for about three years and then die out completely?"

"I don't know anyone better qualified to speak on the subject than Mr. Coughlan," he answered. "I would certainly accept his judgment as freely as anyone's. And what he says is quite reasonable. How can we hope to compete successfully as steel shipbuilders when the necessary materials (plates, etc.) have to be conveyed to us over great distances at heavy expense? We would be laboring under a hopeless disadvantage in competition with yards located close to steel foundries."

We referred to the number of recent articles advocating the establishment of a steel manufacturing plant in the province, and we ventured the opinion that there was an abundant supply of eminently suitable ore at hand.

"There seems little doubt as to the ore," he agreed, "but it would take an immense capital to establish a steel plant here, and it is extremely questionable whether it could be made to pay at present. Shipbuilders alone could not take the entire output. There would have to be a market for the by-products. However, all these things come with the development of the Pacific Coast, and no doubt agitation in the press will help."

"But," we said, "don't you think the Government should at once assemble all the facts so as to be in a position to say authoritatively to prospective capitalists what commercial possibilities lie before the steel industry in B. C.?"

"Undoubtedly such information should be more readily available," he agreed again. "But, anyway, we don't need to worry very much about the future of our shipbuilding. Of course, it would be fine if it could be kept up indefinitely; but even if it lasts only for another few years it will have served a good purpose and helped lumbermen and others through difficult times. Much is going to happen in three years. New opportunities will spring up. I'm not a bit pessimistic as to the future—quite the contrary."

Shingle Manufacturers Elect Officers

At the annual meeting of the Shingle Agency of British Columbia, Ltd., held in the association rooms, Standard Bank Building, Vancouver, the following officers were elected for the current year:

President, Aird Flavelle, of Thurston-Flavelle, Ltd., Port Moody.

Vice-president H. Powers, of Dominion Shingle & Cedar Co., Ltd., New Westminster.

Directors, H. J. Mackin, Canadian Western Lumber Co., Ltd., Fraser Mills; Robt. McNair, McNair Shingle Co., Ltd., Port Moody; J. Black, Hastings Shingle Manufacturing Co., Ltd., Vancouver; J. H. McLean, Port Moody Shingle Co., Ltd., Port Moody; W. F. Hunting, Hunting & Merritt Lumber Co., Ltd., Eburne; N. R. Whittall, B. C. Iowa Lumber Co., Ltd., Vancouver; H. Shull, Shull Lumber Co., Ltd., Vancouver; C. J. Culter, Westminster Shingle Co., Ltd., New Westminster; A. Cotton, manufacturer, Vancouver; Geo. B. Cross, Brunette Sawmill Co., Ltd., New Westminster; H. A. Stoltze, Stoltze Manufacturing Co., Ltd., Vancouver; W. J. Clark, Pioneer Shingle Mills, Ltd., Vancouver; A. D. Anderson, Peers & Anderson, Ltd., Vancouver; J. W. Coburn, Ladysmith Lumber Co., Ltd., Nanaimo; W. M. Harrison, Whalen Pulp & Paper Mills, Ltd., Vancouver; E. S. Sanders, Vancouver Cedar Mills, Ltd., Vancouver.

The Twenty-seventh Annual Meeting of the National Wholesale Lumber Dealers Association to be held at the Bellevue-Stratford Hotel, Philadelphia, Pa., Wednesday and Thursday, March 19th and 20th, bids fair to be the largest convention in the history of the Association.

De Boss, Well He Say, "Caspar, You Save a Life"

He Call at de Chantier on de way Back from de beeg Lumberman Meat at St. Jean for see How Tings she go on de bush—Nudder dark feller wit him

Editors Lumberman Canayenne:

You member few wik ago you write an ask me go on St Jean for Lumberman Meat, an Im tel you Im not go but de Boss shes gone tel me all about it. Wel, Im right dat tam for de Boss hes come on ma camp on de way back. He say he come for see how de tings she go on de Bush, but Im tink shes lose hersef an wake up on ma camp.

Im have telephome on de camp wat are veree handy sometam, ju couple telephome wit de line on de tree, an Im get telephome bout 4 clock on de afternoon wat say de Boss come on de camp dat night an for have good supper for him.

Im know wat she want before supper, an have plenty on leetle jug on ma valise, wat are kip for Visite. De Boss get off de sleigh on tam an he have nudder feller wit her wat look lak injun, for he veree dark on de skin an bout so beeg as me but he have de good close on her.

Wen Im get dose two fellers on de office were Im have ma bed an tak der coat an hat an hang heem up, Im ope de valise an presen ma respec.

De Boss he say "Caspar, you save a life," but nudder feller he not say nuttin, only mak a grab for de jug. He mak me tink mebbe he been police in Toronto one tam.

Anyhow, we have leetle tonic an den we go on de cook-camp for eat.

De cook hes spread hersef an have plentee good grub for chantier, but de chantier mans have good chance for pick up de good ting wen de Gared de Chasse ar not aroun, an we have few trout an nice piece de crevrau, dats deer, an few nudder ting wats mak dose feller tink day are still on de Royal Hotel on St. Jean.

Dey begin on pea-soup and feenish wit preserve blueberry wat ma wife have provide for me. Dey try everything wit sample an den place big order. Dere wer no rejets an de grade wer O.K.

After we finish de eat we go on de office an Im prepare mesef for hear al bout dat Meat but dose feller dey laff an tel de storee an smoke de cigarettet an after wile Im notis dat yankee mans look on ma valise pretee hard an den Im nudderstan wat hees have on her eye, an Im ope de valise.

It tak me mos coupla hour get dem on der bed an dey slip togedder on de clerk for Im chase de clerk on de chantier for mak room for de Boss.

Den Im tink we gone have good slip an talk de beezness on de morning but dose feller talk on der slip de mos foolish talk Im never heard.

One feller he say "seventy dollar on 12 cent rate, New York," an nudder feller say "Do de refinery cause you be so sweet." Den de Boss he say "Who are your fren?" an he laff a little an say agen "it mus be de fog wat mak so lovely complexion," an dats de-way dey kip her up for mos a hour before Im gone slip.

Im wake up agen wen dose feller begin snore an nudder feller sware on heem, but wen dey bot snore togedder Im slip wel for it mak me tink Im on de drive an camp on de foot de Rapide des Chien.

Bout 5 clock on de morning Im get up for mak de fire but try for not mak much, wen Im hear one feller mak awful noise wit his throat an Im go look for see if hees not near die. He not dead but he wisper few word on ma ear an Im ope de valise agen.

De dark feller he feel better now an he say "page Mister....." dats ma Boss, an he wake up an say "hell" coupla tam lak he try for say Halifax but forget, an he shake her head an get up an go look on de miroir.

Wen he look hesef he let beeg yell wat shake de office an Im run for see wat are de matter, for he point hees mout an stagger roun de place. Hes scarce me leetle for bout a minute for hees mout an teet are black, an den Im laff an tel her de preserve blueberry wat are mak by ma wife Glorrianna never kil nobody yet, but mak de teet black for leetle wile. Den dey bot laff.

De valise shes begin feel leetle light but we have nff lef for tonic before breakfas, an after breakfas de Boss he say "Im be down here in few wik, Caspar, an den Im tole you al bout dat Meat on St Jean."

An den dey get on de sleigh an de Boss he say to nudder feller "You de worse injun Im never see" an fer more word Im not hear veree good for dey are driv away an wave der han on me. Im glad de Boss have say nudder feller are injun for Im tink so mesef, but he are pretee good injun too for coupla day ago Im get leetle box

from Montreal wit de cigar an someting else on it, an Im place dem on ma valise were de leetle jug are not now.

Bien a vous

Caspar Lamarche.

Lac au Loup, Que.

A Live Wire at the St. John Convention

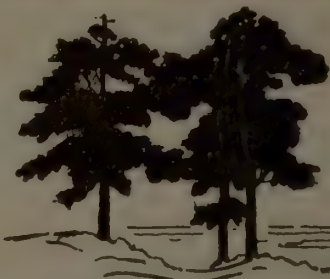
At the recent successful convention of the Canadian Lumbermen's Association held in St. John it was the unanimous expression of every visitor to the great gathering that the arrangements of the local reception committee, of which J. Fraser Gregory was chairman, were admirably carried out. The entertainment provided for the delegates surpassed any previous efforts in connection with the annual assembly. The reception, luncheons and pleasure jaunts were thoroughly enjoyed and a hearty invitation was extended the guests to come again, with the promise of an even better time on the next occasion. Mr. Gregory was ably assisted in the programme arranged by Messrs. F. C. Beatteay, W. E. Golding and Hugh MacKay, St. John, the portraits of whom appeared in last issue of the "Canada Lumberman." They agreed, however, that the bulk of the work had been borne by Mr. Gregory, who was styled at the luncheon by one of the committee men as the "President, General Manager and Secy-Treas. of the whole affair." This Mr. Gregory modestly disclaims, and states that if it had not been for the co-operation and good-will of his local associates much that was accomplished would have fallen by the wayside.



J. Fraser Gregory,
Dean of St. John lumber industry

Mr. Gregory, who is president of Murray & Gregory, Limited, as well as the St. John River Log Driving Co. and director of the Madawaska Log Driving Co., was born in Fredericton, the capital city of New Brunswick, being a son of the late Hon. George Frederick Gregory. Educated at the Fredericton public schools and New Brunswick University, for some years he studied law but gave up that profession before admittance to the Bar. He then entered the lumber line and was with Murray and Barnhill for eighteen years, and was admitted to partnership in 1899. The firm became a limited liability company under the name of Murray & Gregory, Limited, in 1904, and on the death of Mr. Murray in 1906, the subject of this reference became the President and General Manager of the organization. The concern operate large and well equipped saw mills at St. John, N. B., and Lake Frontier, Que., and manufacture everything in wood as well as glass for buildings and also handle pulp wood, railway ties, etc. Mr. Gregory has been so long and prominently identified with the lumber industry of his native province that his activities are widely known. He has always taken an aggressive part in the weal and advancement of the timber trade. Outside of his busy business associations he is fond of motoring and yachting and is a former Commodore of the Royal Kennebecasis Yacht Club and President of the New Brunswick Forest, Fish and Game Association. He served with the 71st Battalion Infantry from 1870 to 1880 and holds a second class Military School Certificate. Mr. Gregory resides at 297 Douglas Ave., St. John, and has a summer home at Mildegeville, N. B.

For the purpose of assisting in the work of fire prevention, the Federal Government has retained the services of J. Grove Smith, late of the Conservation Commission, Ottawa. Mr. Smith has been appointed to the staff of the Department of Insurance and will act in the capacity of Dominion Fire Prevention Commissioner in co-operating with the Provincial Fire Commissioners and fire marshal of the municipal authorities.



Wanted & For Sale



PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 20 cents per agate line (14 agate lines make one inch). \$2.80 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 20th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

Hemlock Wanted

Block of dry No. 1 and No. 2 Hemlock. Write the Elgie & Jarvis Lumber Co., Ltd., 18 Toronto St., Toronto, Ont. 2-6

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

Maple and Birch Wanted

Clear Maple and Birch Squares, 2 x 2-10" and multiples, 2 1/4 x 2 1/4-10" and multiples. Box 889, Canada Lumberman, Toronto, Ont. 5-6

Hemlock Wanted

Peeled Hemlock pulpwood, 4 ft. lengths; state quantity and price, f.o.b. cars your siding. Box 845, Canada Lumberman, Toronto, Ont. 3-6

Ties Wanted

Kindly advise us what you have, Cedar, Oak, Chestnut, Hemlock, Spruce, Maple or Birch. State quantity and price. Apply Box 892, Canada Lumberman, Toronto, Ont. 6

Spruce Wanted

100,000 ft. each of 4 and 5 quarter. No. 1 and 2 Spruce, 6 and 8" wide, 8 to 16' long. John I. Shafer Hardwood Co., South Bend, Ind. 6

Elm, Maple and Beech Wanted

For spring and summer delivery, Rock Elm and Grey Elm, Maple and Beech Plank, 2 1/4" and 3 1/4" thick in car lots. Quote price f.o.b. to St. Marys Wood Specialty Co., Ltd., St. Marys, Ont. 6-7

Lumber Wanted

We are always in the market for 4/4, 5/4, 6/4 and 8/4 Mill Cull Basswood, Spruce, Balsam, Poplar and White Pine. Correspondence solicited. The George N. Comfort Lumber Co., Rockefeller Bldg., Cleveland, Ohio. 4-t.f.

Basswood, Birch and Maple Wanted

Ten carloads, 1st and 2nds or No. 1 Com. and Better, white winter cut Basswood, plump 1 in. thick and good color.

Four carloads 1st and 2nds or No. 1 Com. and Better, 3 in. Birch or Maple plank. For further particulars apply to Box 875, Canada Lumberman, Toronto, Ont. 5-t.f.

For Sale-Lumber

Spruce Pulpwood For Sale

500 cords, two foot Rossed Spruce Pulpwood. Apply Box 262, Cochrane, Ont. 6

Mixed Logs For Sale

We will sell our cut of mixed logs, mostly pine, one million feet. Could be sawed to suit. Box No. 881, Canada Lumberman, Toronto, Ont. 6

Lumber For Sale

Two cars 4 x 4 Maple Boxed Hearts.
One car 5 x 5 Maple Boxed Hearts.
One car 6 x 6 Maple Boxed Hearts.
Seven cars Fir Doors.
Three cars Fir Columns.

GEO. C. GOODFELLOW,
Montreal, Que.

Pulpwood For Sale

Ten thousand cords of pulpwood situated within 200 miles from Quebec city, and ten million ft. of spruce and hardwood lumber, winter cut. We can fill almost any order. Quotations will be finished on demand. Quebec Lumber Co., 98 St. Peter St., Quebec, P.Q. 3-8

Timbers For Sale

Five cars 8" x 8" to 12" x 12" x 10 to 20' sound square edged white oak; 3 cars 4, 5, 6 and 8" x 10" and up face x 10 to 20', and 1 car 5" and 6" x 10" and up face x 20 to 30', white oak fitted suitable for boat and shipbuilding or repairs.

The Billmeyer Lumber Co.,
Cumberland, Md. 6-9

Wanted-Machinery

Band Saw and Planer Wanted

Wanted second-hand band saw with tilting saw, suitable for ship work, also one 24" Buzz Planer.

CHARLES H. NADEAU,
Port Daniel East, P.Q. 4-7

For Sale-Machinery

Burner For Sale

"Muskegon" Water-space type 16 ft. inside, 19 in. outside and 18 in. waterspace. Splendid condition. Cheap. Box 869, Canada Lumberman, Toronto, Ont. 4-5

Jenckes Corliss Engine For Sale

One second-hand Jenckes Corliss Engine, 12 in. x 30 in. cut. Description and price on application to

Canadian Ingersoll-Rand Company, Ltd.,
Toronto, Ont. 2-t.f.

DO YOU WANT MACHINE TOOLS FOR YOUR MACHINE SHOP?

Lathes, drills, grinders, shafting, pulleys, etc. Now is the time to buy cheaply. We are in touch with munition firms who are selling their tool room equipment. We can supply any tool wanted.

W. H. Sumbing Machinery Co.,
7 St. Mary St., Toronto. 6-7

Planer and Matcher For Sale

A twenty four inch combined planer and matcher; first-class condition; thoroughly rebuilt; cheap. W. H. Sumbing Machinery Co., 7 St. Mary St., Toronto. 4-7

High Speed Matchers

1—Berlin No. 90 High Speed Matcher with Profilers and several extra heads.

1—American No. 77 High Speed Matcher without Profiler but having several extra heads. Two real bargains.

Box 893, Canada Lumberman, Toronto, Ont. 6-t.f.

Tubular Boilers For Sale

100 H.P. Tubular Boiler, 125 lb. steam, used three months, only \$1,400.00, Winnipeg. Two 100 H.P. ditto (never set up) \$1,550.00 each, Wisconsin.

Two 100 H.P. ditto (Saskatchewan), used short time, \$2,200.00 each.
Box 866, Canada Lumberman, Toronto, Ont. 4-5

Locomotive For Sale

Fifty-ton standard gauge Climax geared locomotive in first class shape. Immediate delivery. Box 827, Canada Lumberman, Toronto, Ont. 6

Equipment For Sale

Economist Light Planer and Matcher, 24" Eclipse Pony Planer. Variety Trim Saw. Shaper, Band Saw, Power Feed Rip Saw, Swing Saw, 12" Moulder, Chain Morticer, Drum Sander, other machinery.

A. J. LINDSAY,
90 Pembroke St., Toronto. 6-9

Equipment For Sale

Engine 75 H.P., 18 x 66 pulley, engine 100 H.P., 21 x 144 pulley, Sawmill trimmer, Cowan 30" Bracket Band Saw, Goldie & McCulloch Shaper with countershaft, Rogers Lath Machine and Murray Lath Bolter with saws. All excellent condition and cheap for cash. Write for further particulars.

VIGARS SHEAR LUMBER CO.,
Port Arthur, Ont. 6-9

For Sale

1—17 x 24 Atlas Engine, with 36 in. x 10 ft. flywheel.

3—No. 94 Berlin Matchers, 15 in., fitted with hard steel knives on top and bottom cylinders—one pair shiplap, jointer and flooring heads with bits for each machine.

1—No. 182 Berlin Double Surfacers, 80 in. x 6 in.

1—No. 199 Berlin Buzz Planer.

1—No. 290 Berlin Picket Header.

The Otis Staples Lumber Company, Ltd.,
19-t.f. Wycliffe, B.C.

Equipment For Sale

Brown cross-compound steam engine—16" x 30" cylinders x 42" stroke horizontal poppet valve—14" x 35" c.i. flywheel—split.

The Polson Iron Works Co. Complete, with condensing pump—10" x 14" x 16" horizontal single piston—with c.i. air chamber and jet condenser.

Geo. F. Blake Complete.
The Jerome Wheelock system tandem compound steam engine No. 395—16" x 24" cylinders x 34" stroke horizontal—side crank with outboard bearings—and 14" x 14" groove iron flywheel sheave split—for 1 1/4" rope.

The Goldie & McCulloch Co. complete with condensing pump—8" x 12" x 16" horizontal—single piston—with spray condenser.

The Northey Mfg. Co. Complete.
THE E. B. EDDY CO., LTD.,
Hull, Canada. 6-7

Equipment For Sale

One P. Payette Co. lathe machine and boiler, lathe trimmer and sorting table, pulleys and belting. All in first class condition. Address Box 863, Canada Lumberman, Toronto, Ont. 3-6

Wanted-Employment

Advertisements under this heading one cent a word per insertion. Box No. 10 cents extra. Minimum charge 25 cents.

Wanted position by first class Right Hand Double Cut Band Sawyer, ten years' experience. Very capable. P. O. Box 106, Buckingham, Que. 6-9

WANTED POSITION BY FIRST CLASS BAND SAW FILER, 20 years' experience; can furnish first class reference. Box 836, Canada Lumberman, Toronto, Ont. 2-8

WANTED POSITION BY PRACTICAL LUMBERMAN; fifteen years' experience in all branches. Last ten years Sales Manager for large Canadian company. Box 786, Canada Lumberman, Toronto. 18-6

WANTED POSITION AS MILL SUPERINTENDENT by first class man. Can get results. 20 years' experience. Can start first February. Box 837, Canada Lumberman, Toronto, Ont. 2-8

LUMBER INSPECTOR, experienced in Hardwoods, Hemlock and Spruce, desires position as Shipper or Yard Superintendent. Satisfactory references furnished. Address Box No. 854, Canada Lumberman, Toronto, Ont. 3-6

SAWYER WANTS POSITION; capable of handling either Band or Circular Saws. Well accustomed to steam feed and steam nigger. Left hand null preferred. Can furnish the best of references. Address Box 884, Canada Lumberman, Toronto, Ont. 6-7

CONTRACT WANTED by capable sawmill Superintendent, many years' experience, to operate by the thousand mill cutting 50 to 100 thousand daily. Quantity and quality of production guaranteed. Box 867, Canada Lumberman, Toronto, Ont. 4-7

POSITION AS SAWYER on left hand rig. Have had long experience on both circular and band saws. I am used to fast rigs, steam feed and steam niggers. Have been in the employ of the same company for six years. I want to change on account of short seasons. Any company that can offer me a sawing job for at least six or seven sawing months out of the year, I will gladly accept it. I am a married man with wife and family. Can furnish best of references if required. Apply to "Sawyer Tom," c/o Canada Lumberman, Toronto, Ont. 4-6

Wanted-Employees

Advertisements under this heading two cents a word per insertion. Minimum charge 50 cents.

WANTED: EXPERIENCED OPERATOR of Kendel Circular Gang at our Callander Mills. References required. Apply, John B. Smith & Sons, Toronto. 5-6

A well established Wholesale Lumber Company, with three selling offices, want a young man with experience in both buying and selling of B. C. Fir and Coast Lumber and Timber. Wide field for advancement. Salary and promotions based on ability to produce. Apply in writing, giving qualifications: P. O. Box 1025, Montreal. 5-6

Wanted—One Sawyer for Band Mill. Apply, stating wages, experience, etc., Laberge Lumber Co., Ltd., Sudbury, Ont. 6-8

Wanted—Band Saw Filer for Band Mill. Apply, stating wages, experience, etc., Laberge Lumber Co., Ltd., Sudbury, Ont. 6-8

Wanted Circular Sawyer—steam feed and steam nigger for left hand rig. Must be A1 man. Duties to commence April 1st. State wages expected. Shortreed Lumber Company, Limited, Kearney, Ont. 6

A large firm owning timber limits in the Eastern Townships, Province of Quebec, requires the services of a Practical Lumberman to take charge of logging, manufacturing and handling of yard stock. Apply Box 891, Canada Lumberman and Woodworker, Toronto, Ont. 6-9

Hardwood Lumber Manufacturer requires young, energetic salesman for Western Ontario. Connection among furniture trade desirable, but not essential. Applicants will kindly outline qualifications and salary required in first letter. Box 890, Canada Lumberman, Toronto, Ont. 6-7

TRAVELLING LUMBER SALESMAN wanted to cover Montreal, Eastern Ontario and part of Nova Scotia. In Nova Scotia to sell all lines of building material and in other places dressed Spruce. Some knowledge of architecture would be valuable in Nova Scotia. Write immediately giving full particulars, age, experience, reference, salary expected and how soon position could be taken. Box 895, Canada Lumberman, Toronto, Ont. 6

Business Chances

SPRUCE AND WHITE PINE CONNECTION WANTED

We desire a good connection on Spruce and White Pine. Terms to suit shipper. Serfas Lumber Company, Easton, Pa. 6-9

Fifty Thousand Acres Timber

Spruce, Maple, Pine, Hemlock, Cedar, Birch, located in Canada, will divide to suit purchaser; cheapest transportation. Address W. C. Wilkey, Paw Paw, Mich. 5-8

Pick Axe Handles Wanted

WANTED—Handles for colliers' and navy pick axes, etc. Cash with order transactions. Will manufacturers who have supplies and wish to export same to Great Britain kindly communicate with J. Griffith, Jones Colliery, Timber Merchant, Castle Buildings, Llanelli, S. Wales, Great Britain. 5-8

A SNAP—FOR SALE

Planing Mill, Saw Mill and Lumber Yard. First-class business. Mills equipped with latest and best machinery. Power, both steam and hydro. A nice residence and office, sheds and barn can be bought very reasonable. Apply to J. J. BERGER, New Hamburg, Ont. 4-7

Saw Mill Plant For Sale

Practically new and modern Saw Mill Plant, capacity about 30 Million feet per annum, located in the Interior of British Columbia on a beautiful inland lake and on the main line of the Grand Trunk Pacific Railway. About 500 Million feet of timber on and adjacent to Lake (about 90% Spruce) and another Billion feet available at reasonable prices. Natural conditions ideal for economical logging, manufacturing, piling and shipping. An advantage of about \$4 per thousand feet in freight rates to the Prairie Provinces over Coast shipments. This property offers unlimited possibilities as a lumber, pulp and paper property. Would consider selling a half interest. Terms reasonable.

A. C. FROST COMPANY,
134 South LaSalle Street,
Chicago, Ill.

R. R. Tie and Sawlog Timber For Sale

Jack Pine and Tamarac Timber on berths in Parkins and Creelman townships, near Sellwood and Poole stations. C. N. R. runs through Poole.

A. McPHERSON,
Longford Mills, Ont. 6-8

For Sale

Building and Machinery of good Double Cut Band Sawmill, well equipped with steam feed, canter, loaders, etc.

If you want a good mill, address Box 762, Canada Lumberman, Toronto, Ont. 15-t.f.

FOR SALE—WELL EQUIPPED PLANING MILL

and lumber yard with well established connections, also contracting business in connection, in growing manufacturing town of 60,000 population in Western New York. Owner having other business. Only bona-fide buyers considered. Address Box 883, Canada Lumberman, Toronto, Ont. 6-9

MILL AND LIMITS FOR SALE in New Ontario.

Would sell outright or half interest. Excellent opportunity for a lumberman. Reason for selling, short of capital. A fortune awaiting the right man.

Address, J. ————
Apartment 3 A,
578 Dorchester St. W.,
2-t.f. Montreal, Que.

For Sale—A Real Bargain

Tract 10,000 acres near the Soo, in Pennefather Township, Ont. Consisting of 60 million feet of hardwood timber, 50% Birch of fine quality, 20% Maple, 10% Cedar, 10% Spruce, 10% White Pine and Hemlock. At low price and on easy terms. Property in fee.

Address Alex. Greig,
502 MacKinnon Bldg.,
5-8 Toronto, Ont.

In order to close Estate in Town of 3,000 population in Province of Quebec on G.T.R., Factory now making Sash and Doors, House Trim, etc., 125 Horse Water Power, Dry Kilns, etc., is for sale or would consider organizing stock company with party having some capital capable of managing the business, or plant could easily be converted into Handle and Woodware factory. Unlimited supply of birch, maple, and beech lumber in vicinity. Party with capital thoroughly understanding the manufacturing and marketing of these lines would be offered an attractive proposition.

Interested parties address Box No. 844, Canada Lumberman, Toronto, Ont. 2-7

Standing Timber For Sale

The undersigned offer for sale timber limits at Cranbrook and Lamb Creek, B. C. Said timber having been estimated by James D. Lacey & Co., of Seattle, copies of said cruise, price and terms of sale, can be had at the office of J. H. King, Minister of Works, Victoria, B.C.

Summary of Cranbrook Unit

Red Fir	5,824,000 ft.	10%	Tie timber
Tamarack	41,236,000 ft.	72%	Tie timber
Yellow Pine	609,000 ft.	1%	
Balsam	631,000 ft.	1%	
Spruce	1,448,000 ft.	3%	
Jack Pine	7,592,000 ft.	....	Tie timber
Cottonwood	15,000 ft.	....

57,355,000 ft. 100%

Mining Props 311,610
Average stand per acre, 8,390 ft. B.M.

Summary of Lamb Creek Unit

Red Fir	1,353,000 ft.	1%	Tie timber
Tamarack	18,318,000 ft.	19%	Tie timber
Red Cedar	633,000 ft.	1%	
Hemlock	276,000 ft.	—	
Spruce	46,180,000 ft.	49%	
Balsam	10,395,000 ft.	11%	
White Pine	1,758,000 ft.	2%	
Jack Pine	15,935,000 ft.	17%	Tie timber
Cottonwood	4,000 ft.	—	

94,852,000 ft. 100%

Cedar Poles, 2,480. Mining Props, 375,230.
Average stand per acre, 12,820 ft. B.M.

The above timber on account of its nearness to the prairie provinces has in the matter of freight a decided advantage over Coast timber, in some cases enough to pay mill cost of manufacturing.

King Lumber Mills, Ltd.

Cranbrook, B.C. 6-7

Tea that is all genuine leaf and produces the greatest quantity of flavour satisfying infusion

"SALADA"

Send for samples and prices.
SALADA TEA CO. TORONTO

WIRE

Manufacturers of
For TYING, BUNDLING
and many other purposes.
NAILS, etc.

LAIDLAW BALE-TIE CO., Ltd.
HAMILTON, ONT.

DR. BELL'S Veterinary Wonder Remedies

10,000 one dollar (\$1.00) bottles Free to horsemen who give the Wonder a fair trial. Guaranteed for Colic, Inflammation of the Lungs, Bowels, Kidneys, Fevers, Distemper, etc. Send 25c for Mailing Package, etc. Agents wanted. Write your address plainly. DR. BELL, V.S. Kingston, Ont.

BELTING FOR SALE

We have a large quantity of Second-Hand Rubber and Leather Belting in all sizes and plys up to 24 inches in width, which we can sell at interesting prices. Send us your requirements.

N. SMITH
138 York St. - Toronto, Ont.



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JAMES R. SUMMERS

Wholesale Lumber

95 King St. East TORONTO, Ont.
Main 7329

Door and Sash Machines For Sale

DOOR MACHINES.

- 1 Power Door Clamp with squaring attachment, manufactured by E. B. Hayes & Co.
- 1 Four Spindle Automatic Door Boring Machine (Improved), manufactured by E. B. Hayes & Co.
- 2 Cylinder Door Stickers—E. B. Hayes & Co.
- 2 Automatic Cut-Off Saws—Greenlee Bros.

SASH AND FRAME MACHINES.

- 1 Two-Spindle Shaper Table.
- 1 Sash Sticker with three square heads and four Shimer heads, manufactured by E. B. Hayes & Co.
- 2 Power Feed Rip Saws—Cowan & Co.
- 1 Pocket Dado and Frame Boring Machine—Smith & Philips.

MISCELLANEOUS MACHINES.

- 1—12 in. Four-sided Sticker—Manufactured by Cowan & Co.
- 1 Five-Spindle Boring Machine—Canada Machinery Corporation.
- 1 Roller Double Cut-Off Saw—Canada Machinery Corporation.
- 2 Automatic Screw Driving Machines, No. 2—Reynolds.
- 1 Automatic Screw Driving Machine, No. 4—Reynolds.
- 1—36 in. Glue Spreader, two sided.
- 1—53 gallon Mixer.
- 1—Press, 12 in. x 52 in.
- 134 sets Retaining Clamps.

Machines in good condition and can be inspected at any time.
Write for prices and particulars.

CANADIAN WOOD PRODUCTS, LTD., TORONTO

Over Your Name

Circulate

PLAN BOOKS

Among Building Prospects



What most retail Lumber Merchants lack is an interesting medium of carrying their service message to the people. The most effective medium and proven efficient method is an Attractive Plan Book, PUBLISHED OVER YOUR OWN NAME.

KEITH SERVICE

makes the opportunity for every Building Material Merchant to put out HIS OWN PLAN BOOKS at a ridiculously low expense and the first step is to send for a sample set of these books.

KEITH CORPORATION,
Abbey Bldg., Minneapolis, Minn.

We are interested in your Plan Book Advertising idea. Without any expense to us, send your sample set of 3 plan books.

Name
Address

HORSES UNION STOCK YARDS

OF TORONTO, Limited

'Canada's Greatest Live Stock Market'
Capital, \$1,500,000. Two Hundred Acres. Dundas St. cars to Keele St., West Toronto. Auction Sales every Wednesday. Private Sales Daily.

Correspondence Solicited.

WALTER HARLAND SMITH

Manager Horse Dept.

Review of Current Trade Conditions

Ontario and the East

There is not much new to record in the general situation so far as the demand for lumber is concerned. Mill culls are moving freely in pine and hemlock, but other grades are quiet. As spring approaches the prospects for building loom up brighter and there is a notable increase in the number and value of permits issued in each large centre. This indicates that structural operations will be carried on to a pretty fair extent. The feeling that there is going to be a drop in prices is disappearing, although in one large city it is reported that certain retailers, in order to stimulate business have been cutting the price \$5 and \$6 on white pine. Such a move is not likely to blow good to anyone and will result in the lumber merchants throwing away profits which they should have as a solace for the quiet state of affairs during the past few months.

It is said that the only way to convince certain business men is through the medium of the pocketbook. In other words, they must really experience a loss or suffer some sort of reverse before believing that any move, against which they are counselled, does not pay. After bitter experience, these self-same individuals will quietly observe that the admonition handed out was right after all, and that a price-slashing campaign always has a boomerang effect.

The number of enquiries is increasing, but there is still a disposition on the part of large buyers to hang back and only a moderate amount of stuff is moving for immediate requirements. Basswood is very scarce and commanding a good figure while the quotations on other lines are holding well, everything being considered. Railroad and traffic conditions are good and there are no embargoes at the present time. On the other hand there are no large shipments except some consignments which are going forward to the Old Country.

There is little need for extended comment in the present issue on the market as the whole lumbering situation in Ontario and the East is pretty well covered in connection with the review presented in the statistical pages. The comments of a number of representative firms are also given and they show that the cut will be from 20 to 30 per cent smaller in some parts than it was a year ago while there is likely to be an increased demand for all kinds of wood goods. This augmented requisition may not set in at once, but it is bound to come before many weeks. Export will stimulate it and those who have fair sized stocks, are not worrying about the outcome. They feel that prices are bound to be maintained and in some cases advance considerably.

The past fortnight has been very favorable toward getting out the timber and everything in connection with logging operations is moving along satisfactorily. If there had been sufficient labor available at the beginning of the season no doubt remains but this year's cut would have equalled that of last winter. The experience of numerous logging concerns with the help problem was so unsatisfactory and so many difficulties presented themselves that not a few of the operators, thinking that the war would go on another year, decided to cut down their camp activities as much as possible. Then came the sudden end of hostilities in Europe leaving the lumberman in a quandry. He did not know whether to increase or further decrease his cut, but after viewing the situation calmly and taking cognizance of all the factors both pro and con many have concluded that it is a good move on their part to get out more pieces than they at first anticipated.

The production of lumber has been decreasing from year to year ever since the outbreak of the war and this statement is not an idle one. All that any reader has to do is to turn over the editorial pages of this edition of the "Canada Lumberman" to the statistical section and he will there find convincing evidence that the reduction is greater than he possibly imagined. Figures do not lie and these returns are convincing evidence of what has been stated in the "Canada Lumberman" from time to time about timber activities steadily minimizing with each successive season.

However, the future is bright with promise and the effects of the war are being overcome gradually, but confidently 1919 should after all be a good year for the Canadian lumbermen if the export trade comes up to anything like its most sanguine supporters look forward to.

The housing plan by the Ontario Government is making progress and the Quebec Government is taking similar action while the federal parliament will do all in its power to give the campaign of

erecting dwellings a boost. The details will be published in these columns as soon as the measures which are being subject to amendment in their various readings are finally approved.

Great Britain

The position of the hardwood market is becoming stronger day by day. The arrival of important timber is growing larger every week, and there is every sign that business will soon revert back to its former state of prosperity. This week's arrivals are on a very much large scale than they have been for a long time past, and with the release of more shipping accommodation there is every reason to believe that the volume of timber stocks coming forward will increase as time goes on.

With regard to home-grown timber there is no change to report. Business still continues fairly good, and the prospects of future trade are decidedly better.

Amongst the week's arrivals of imported timber recently were: 5,435 pieces miscellaneous lumber, 2,288 pieces gum, 9,084 pieces oak, 1,575 pieces fir, 1,440 pieces pine, and 1,616 pieces cedar lumber, also 11,615 pieces staves.

Not since the signing of the armistice have we been able to record such a busy week. On Monday last, the 10th inst., the new schedule of prices came into operation, and the signal so long expected let loose a flood of orders on the market, says the "Timber Trade Journal." It is, indeed, scarcely an exaggeration to say that almost the whole business of the past couple of months has been suspended. There is no rationing, and it must obviously be a case of first come first served with the Government timber buyer; and as the stocks in this country are certainly not a choice selection, there is bound to be a great deal of dissatisfaction among those merchants who cannot obtain the specifications they require. Merchants must, therefore, during the period which will elapse before open water, be prepared to take a good proportion of more or less inferior wood. During the war the stocks had to be picked over to suit war requirements; the Government buyer had to fulfil the permits granted, and was not in the position to take the precaution of an ordinary timber merchant and suit his orders to his specifications. But in addition to this the timber imports for the past twelve months or more have, on the whole, been of an inferior nature. The choice White Sea stocks have come in in extremely small quantities, and the high-class Baltic shipments have been almost unrepresented. The bulk of the imports, apart from the American wood, have come from the South and West Coast of Sweden, and from Norway; consequently much fancy stuff has been shipped, and the sellers, being aware of this country's needs, have been able to unload blue goods, waney goods, and fifts, and have pretty well cleared their yards of rubbish which they would have had difficulty in disposing of in ordinary times except at very substantial price reductions. It is as well for merchants to face these facts, and not to expect to receive all good square-edged material. A proportion of fine quality wood there certainly is, but it is a small proportion in comparison with that of ordinary times. On another point we should like to prepare the trade. Delays in delivery are inevitable. The shortage of wagons is still acute, and we have only this week had instances brought to our notice in which intervals of two and three months have elapsed between the date of payments to the Government timber buyer and the delivery of the wood into the merchants' yard. The transport question is the great trouble now; although the general railway strike which was threatened did not take place, yet the partial stoppage on some lines has thrown a great strain on an already overloaded system.

United States

Business on the whole is quiet but each week sees confidence growing and the feeling developing that the after-war problems are being speedily solved. The effects of reconstruction are being straightened out more rapidly than perhaps the on-lookers would care to admit. Building prospects are fair. A proper adjustment of the wage question and an understanding of the costs of building materials would clear the way for construction on a large scale, both municipal and private. How to overcome these obstacles as a means of preventing the increase of unemployment as the soldiers from overseas return and the labor troubles that this would lead to requires clear thought by the business men and employers of the nation, and it would surely be for the best if they would speedily put



View of Mills in Sarnia.

BUY THE BEST

Retailers and woodworking establishments who like to get A1 NORWAY and WHITE PINE LUMBER always buy their stocks from us because we can ship them on quick notice. It pays to have the goods, but it pays better to "deliver" them.

We also make a specialty of heavy timbers cut to order any length up to 60 feet from Pine or B. C. Fir.

"Rush Orders Rushed"

Cleveland-Sarnia Sawmills Co., Limited

SARNIA, ONTARIO

B. P. BOLE, Pres. F. H. GOFF, Vice-Pres. E. C. BARRE, Gen. Mgr. W. A. SAURWEIN, Ass't. Mgr.

their heads together in an effort to formulate some satisfactory plan, as to both wages and employment, that would hasten the stabilization of the labor market.

Buyers for the hardwood consuming industrials throughout the country are getting closer to the manufacturers and wholesalers. They are getting into the market for stocks necessary to go ahead with an ever-growing demand for their manufactured products, but at the same time the prices which they will pay is more and more becoming the important factor in the return of business to a normal pre-war basis. Consumers in actual need of hardwoods for immediate requirements will pay the price, but in the buying for future requirements there is a tendency to seek concessions from the present list prices.

In consequence of this attitude on the part of big buyers competition is becoming more and more keen in the different distributing markets. There is a wide range in quotations of manufacturers on inquiries for certain items. In the Chicago market recently an inquiry for 1-inch No. 1 common plain from \$45 to \$60 per M feet. It is apparent that the hardwood industry is now undergoing a change to post-war conditions, and while there are revisions and readjustments, business is going ahead with values holding at levels which net a fair margin of profit for the producers.

From many sections come conflicting reports on market conditions, some claiming the retailers and prospective builders are waiting, expecting a drop in prices, while others present strong arguments in support of their claim that prices cannot come down as long as operating expenses and labor remain at their present figure.

With all of the uncertainty, however, these facts are well known: The nation is scarce of homes and public improvements and private buildings enterprises have been held up for more than four years; Europe is in the market for vast quantities of lumber, and stocks on hand at the sawmills and retail yards are far below normal. Under such conditions, it is difficult to see anything but a bright future ahead for the industry.

Most unsatisfactory production conditions in face of an increasing demand from various directions make a strong market and support prices well. In some sections of southern pine territory logging operations have been brought almost to an absolute standstill because of the heavy rains that have fallen during the last few weeks. This has caused logs to be so scarce that mills in some cases have been compelled to shut down, and unless logging conditions improve speedily others will be forced to follow that example. Mill stocks in the meanwhile have been constantly drained and, with nothing added to them, have reached very low levels.

Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD**

St. John Complains of Shipping Handicap

The last two weeks has seen no change in the local lumber conditions at St. John. No sales have been made of late as the Government are not moving the material fast enough to make it advisable for the buyers to make large purchases for the future, it being possible the tonnage question may tie up shipments for some time and in many cases the sellers want their stocks moved as fast as manufactured. It is hoped that definite shipping arrangements may be made promptly so as to facilitate business, as should there be any stagnation in the lumber trade it could be serious drawback to the province in general as many other lines have been seriously affected of late.

Prices have not shown any change as the manufacturers cannot sell at any lower rates and have a reasonable profit for their work. Logs are coming out freely and by March 15th all logs will have been landed on the banks of the rivers and hauling finished. Logs will then be ready to raft and drive and tow to destination. April 1st should find the mills in St. John about ready for operation. Just how many will be operated cannot be told until later until it is known how many logs are coming forward.

Factory and local conditions for building show no improvement and no doubt will not change much until April 1st, when warmer weather sets in. Local prices have all been advanced in rough lumber; finish lumber remains the same and may not advance. The rough lumber prices being controlled by the export prices short lumber of all kinds such as laths and shingles have not changed in price.

Ottawa Reports No Change in Situation

"Marking time" and "not overlooking any possibilities" describes the activities of lumbermen in the Ottawa lumber market during the opening period of March, in which business generally showed little change. Prices remained firm.

Orders and Inquiries continued slow, as for the whole month of February, and the general expectation is that the market will remain inactive for a few weeks more. Retailers and wholesalers, and with a few exceptions the manufacturers for once agreed that trade was slow.

A review of the situation with the manufacturers at Ottawa as regarding what prices they will ask for next summer's cut, shows that the question is still problematical. The "Canada Lumberman" has been informed that the manufacturers themselves are not yet in a position to announce what their 1919 quotations will be. Reports from John R. Booth for instance indicate that the prices will not be set until it is definitely known what this year's bush operations are going to produce.

Already it seems pretty well accepted as fact by the manufacturers that the cut of the 1918-19 season will drop from twenty-five to thirty-five per cent below the output of the 1917-18. Cutting and wood conditions which are now about completed and due for winding up furnish evidence that the cut will be reduced. In a considerable measure, the decline from last season's figures is reported to be

due to the influenza epidemic which swept through the woods last fall.

Lack of snow for packing and making bush roads, together with the mild winter forming in most cases thin ice on streams also mitigated against good hauling operations.

With the woodworking plants and factories trade remained very slow. Labor remained plentiful and rail transportation good. There was little or no demand for lath or shingle.

One of the brightest spots in connection with the situation was that of the expected early undertaking of the Government Housing scheme which while definite pronouncement as to the starting and time had not been made was generally believed to commence during the spring months.

According to reports emanating from lumbering export sources given to the "Canada Lumberman" the control exercised by the British Timber Controller will be lifted on March 31st.

So far as opinion went at Ottawa this does not mean that the whole market would be thrown wide open as in pre-war days and unrestricted trade ensue or immediately follow. It was pointed out that the Timber Controller in Britain might remove his control as to the sale and use of lumber in Britain, the fact remained that the Minister of Shipping still exercised its powers and had control over the shipping space.

Against the operation of the licensing system would still be in effect, and as one member of a large exporting firm put it "Britain could hardly be expected to let 'any' grade and kind of lumber go into the British Isles." Thus, it is taken the licensing system will for some time be continued, even though the restrictions of the Controller are removed.

Another matter in connection with the export trade is that of securing shipping. During the war as contingencies demanded from time to time the British Minister of Shipping allocated so much space which would be available for commercial purposes. Since the cessation of hostilities the amount of available space has gradually increased in volume. The steamship lines, however, make their own contracts and it is their preference what cargoes they carry.

Montreal Expects Season Will Be Good

Business in all sections of the Montreal lumber trade is slow. Prices, however, are firm, with the exception of B. C. stock, and the indications are that there will be no break in general quotations. The local yards are only buying from hand to mouth, and until the building season open up more actively there is not likely to be any change in this direction.

The Montreal building permits are more satisfactory. For the month of February the value was \$151,740 a gain of \$74,695; while for the two months of the current year the total was \$211,894, or \$18,739 higher.

Inquiries from the United States have fallen away, and the orders passing are small.

Hardwoods are dull.

The Imperial Munitions Board are offering large quantities of

"Homey" Meals that hold your Men

What an influence good food has in holding men on the job and inducing them to give full value for their wages! The cook who can serve "home cooking" is popular and a decided asset to his employers.

There can be no "home cooking" without milk, and there is only one form in which natural-flavored milk can be brought into a lumber camp. That's Klim.

Klim—the white, flour-like powder in the blue-and-white-striped tin, effectively solves your milk problem. It is dry, will not freeze nor sour, and needs no special place for storage. It can be used wherever milk is needed, except infant feeding.

Klim is the solids of fresh milk minus the butterfat. It is much cheaper than whole milk, and as the men get plenty of animal fats in meats, butter, lard, etc., the absence of butterfat in Klim is not important.

With Klim in the larder all manner of whole-some body-building dishes can be quickly and economically prepared. Give the cook the assistance of Klim and he'll make the men more contented.

In 10-lb. tins where you get your grocery supplies.

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Stocked by all Wholesale and Retail Grocers

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MR. LUMBERMAN:

You May Have

All Kinds of Fresh Meats,
At All Times,
In All Your Camps,

By Means of Our Refrigerator Car Deliveries.

Place with us your orders for—

Fresh Beef

Sausages

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Tripe, etc.

ASK US FOR QUOTATIONS ON

PURE LARD, DOMESTIC SHORTENING, OLEOMARGARINE, BARRELLED PORK, BARRELLED BEEF, LONG CLEAR, ETC.

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WEST TORONTO

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Branches at: SUDBURY and OTTAWA, ONT. - HALIFAX and SYDNEY, N.S. - MONTREAL and QUEBEC, QUE. ST. JOHN, N.B.

Canada Food Control—Blanket No. 165

lumber to local box-makers; that section, however, is not very active.

Notwithstanding the present lull in trade, the general view is that there will be a good season. Montreal has not yet made a real start with building, but if the Quebec Government will show a little more energy in regard to the housing problem, there is every chance of substantial progress being made with the scheme and construction placed on a better basis. Contractors who are naturally interested in this development insist that no further time must be lost in getting right down to business, if anything of value is to be done during the present year. The city badly needs the houses, and the cost of construction is not likely to come down to any appreciable extent. J. P. Anglin, the president of the Association of Building & Construction Industries, told the Montreal members that they may as well face the fact that lumber would not be cheaper this season.

Logging operations in the woods have considerably improved, owing to recent falls of snow.

There are reports of further orders for export placed in the Lower Provinces. Space is now quoted at 250s per standard.

The sulphite pulp market is slow, with prices inclined to soften. The paper mills in the U. S. have substantial stocks of sulphite on hand.

Disposal of Government Surplus Lumber

The National Wholesale Lumber Dealers Association of New York has received an interesting communication from J. L. and John Stephens who have the contract for marketing the surplus lumber of the U. S. Government. The letter reads as follows and attention is called to the last two paragraphs:

Under the plan agreed on for the disposal of this lumber, contract was formally executed February 25th with the undersigned. Our efforts from the beginning have been directed towards: First: Inducing the government to use such of this lumber as it could by transferring from one project to another, and withholding from sale as large a quantity as it was thought would be required for maintenance and upkeep in the future; Second: Minimizing the quantity as far as the trade was concerned.

The quantity covered under the contract with the War Department was 188 million feet and additional quantities in sight from them and the Housing Corporation made the amount over 200 million feet.

The War Department has now withdrawn from the contract all the lumber at all the camps and from some storage points, the amounts aggregating approximately 160 million feet. This lumber will not be sold. This will leave only between 30 and 40 million feet located at widely scattered points and of a variety of sizes, species and grade.

Earnings Show Decline in Pulp Line

The earnings of the Riordon Pulp & Paper Co. for the year ended 31st December last did not come up to the very high mark of the previous twelve months. The total income was \$1,651,259, a decline of \$292,392. After providing for depreciation, including \$208,213 for the exhaustion of timber lands, interest on loans, and bond interest, there remains \$886,564, as against \$1,032,943. The preferred and common dividends absorb \$520,000, the balance of profit and loss amounting to \$366,564, making the total surplus of \$2,218,377.

The total income of the Ticonderoga Pulp & Paper Co., a subsidiary of the Riordon Co., amounted to \$520,226, a decrease of \$361,201. Deducting depreciation, bond interest, bonus to employees, &c., the profits stand at \$218,971, as compared with \$576,112. Taking into account the previous carry-over and allowing for war tax and common dividends, a surplus of \$851,285 is left.

Will Handle Famous Red Cliff Fir

Frank A. Kirkpatrick, of the well and favorably known firm of Muir & Kirkpatrick, lumber wholesalers, of Toronto, paid a visit to the West last month, calling on a number of the Mountain and Coast mills in connection with his business interests. While in Vancouver, affiliation was made with the Atlantic-Pacific Lumber Co., (late Pacific Lumber & Shingle Co.), and this connection will ensure his Coast requirements being given the very best attention. A. E. Mackney, the manager of the Atlantic-Pacific Lumber Co. has had a large and varied experience in the lumber business. For many years Mr. Mackney was buyer and inspector for the Canadian Pacific Railway Co., and is thoroughly conversant with all kinds of structural timbers and rolling stock equipment, as well as the regular building material and yard stocks.

In addition to this arrangement with the Atlantic-Pacific Lumber Co., Mr. Kirkpatrick secured the selling agency for the Alberni Pacific Lumber Co.'s stocks in the Eastern markets. This mill, cut-

ting the celebrated Red Cliff old growth yellow fir, is situated at Port Alberni, on Vancouver Island, has a capacity of 100,000 per ten hour day, and its product is of unsurpassed quality.

An Enterprising Northern Lumberman



Edward L. Casey,
A live wire in the Sudbury trade

Edward L. Casey, of the Casey-Shaw Lumber Co. Limited, Sudbury, Ont., who was recently elected a director of the Northern district for the Ontario Retail Lumber Dealers Association, has resided in the progressive northern Ontario since 1910. Born and raised in Chicago, Ill., he was from 1887 to 1910 with the well established firm of Herman H. Hettler Lumber Co. of that city. On locating in Sudbury he engaged in the manufacture and wholesaling of lumber under the name of the Casey-Shaw Lumber Co., Limited, and continued in this capacity for two years. The firm then started in the retailing of lumber and building materials with a well equipped planing mill in connection with their yard although they still do some wholesaling. They manufacture all

kinds of moulding and trim as well as dressing lumber consigned in transit and a splendid business has been worked up. The company do all their delivery by teams as the hauls are short and they think such a means is cheaper than a motor truck service.

Speaking of the prospects for the coming season in the Sudbury district Mr. Casey says, "It is our opinion that we will have a fair general business this year, but until the affairs of the nations become more settled, which may take longer than one expects, the building trade will, we think, not assume its due requirements." Mr. Casey is an enthusiastic member of the Ontario Retail Lumber Dealers Association and believes in organization and co-operation for the advancement and progress of the retail lumber merchant.

Every Tree is Listed in the Orient

"We may well imitate Japan in the care with which it enforces its Forest Conservation laws," says a well informed teacher, much interested in Forestry problems, who has recently returned from the Orient. "In Japan, all the wooded land is carefully guarded, practically every tree on the government forest land is listed and not one is allowed to be cut down except with express permission of the government, and then not unless another tree it at once planted in its place." About four-sevenths of the forests of Japan are owned by the state. As is well known, Japan is not much of an agricultural country, its farms being small and intensively cultivated, but the greater part of the country is occupied by mountains largely covered by forests. It has about 50,000,000 acres of forest lands, including cedars, pines, cypresses and firs, with some oaks, maples, beeches, willows, etc. Few of the trees, however, attain a great size.

Sees Prosperity in the Lumber Trade

Prosperity is all that Mr. Guy E. Robinson, a prominent lumber exporter of New York, sees in the future of that industry in British Columbia. Mr. Robinson is accompanied by Mr. A. McLaren and Mr. R. Kenny of the McLaren lumber interests of Buckingham, Quebec, says a recent despatch from Vancouver, B. C.

Mr. Robinson states that railway work will give an impetus to the lumber trade within the next few months, and adds that South America is also in the market for large quantities of mixed material. Between the natural spring movement and the present there is a quiet period in the business, which he believes will be bridged by European orders. Mr. Kenney believes this demand will clear up the logs now on hand at British Columbia mills.

A summary of building permits issued by City Architect Pearce, of Toronto, during the month of February indicates that the stimulus of peace is already manifesting itself in a greatly increased activity among the builders of the city. As compared with \$1,000 for February, 1918, the total cost of stores for which permits were issued during the past month is \$68,150, while a corresponding increase is shown in the permits issued for other buildings. The total number for the month is 35 permits for building aggregating \$676,185 in cost of construction.

Tents for the Spring Drive

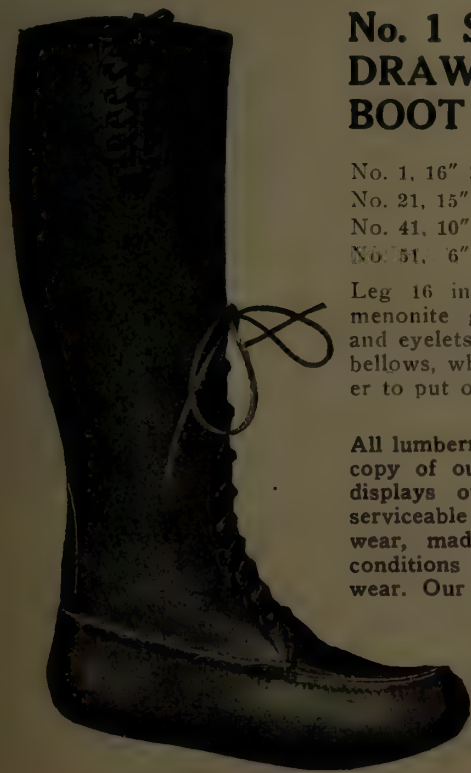
Full Stock of Suitable Tents Ready—2, 4, 6, 8 and 10 men size.

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Lumbermen—Wear the Right Boots



No. 1 SPORTING DRAW STRING BOOT

	Price
No. 1, 16" Sporting. . . .	\$8.00
No. 21, 15" " . . .	7.50
No. 41, 10" " . . .	6.00
No. 51, 6" " . . .	4.50

Leg 16 in. high, of No. 1 menonite grain with hooks and eyelets. Side lacing with bellows, which enables wearer to put on with ease.

All lumbermen should have a copy of our catalogue. It displays our full range of serviceable and reliable footwear, made to combat all conditions of rough camp wear. Our prices here shown give you an idea of the unusual value we offer. Write us to-day.

You Can't Beat This Boot for River Driving

It is absolutely watertight and a strong, comfortable boot that will afford the best protection to your feet.

No. 151 8 in. RIVER DRIVING BOOT

Price \$7.25

This boot is equal to a regular 9 in. boot. 6 in. Driving Boot. Price \$6.75, equal to a regular 7 in. boot. Built of the best selected material and all hand made.



The COPELAND SHOEPACK CO., MIDLAND
ONTARIO, CANADA

Returned Soldiers for Reforestry Work

A delegation representing Canadian Pulp and Paper and Lumbermen's Associations will shortly wait upon the Government at Ottawa with a request that special attention be given to the employment of returned soldiers in reforestry work in Canada.

The delegation will probably be headed by Brig. Gen. J. B. White, who commanded a Canadian forestry battalion in France, and will include Sir William Price, who organized a Quebec battalion and took it overseas; Gerard Power, president of the Canadian Lumbermen's Association, and others.

Canada's forest wealth, until recently held to be practically inexhaustible, is, as is now known, being consumed at a prodigious rate, so that, unless steps are taken immediately to replenish the fast diminishing trees, its utter exhaustion within a comparatively few years is a matter of practical certainty.

Those interested in preserving and renewing Canada's forests say that no better employment can be found for a great many returned men than in reforestation. Many of the men have become so inured to outdoor life that they will find it difficult to resume indoor vocations which they formerly followed. Men suffering from shell shock or from wounds that partially disable them for other occupations can still find profitable, suitable and healthful employment in forestry work.

It will be urged upon the Government that there are hundreds of thousands of acres of barren lands in Canada, deserted farms and waste places generally which are still suitable for forest regrowths. Such lands first have to be suitably cleared and prepared before being planted with seedlings adapted to their soil and climate. The work is such, requiring a long period of time to bring it to fruition, that can only be adequately carried on as a national undertaking, the ultimate return being a great addition to the national wealth. It will be urged upon the Government that forestry has reached such a degree of perfection in some European countries that no tree is now allowed to be destroyed without a new one being planted to replace it, while in Great Britain and France the replacement of forests, destroyed through the necessities of war is being carried out with great vigor under direct Government supervision.

The deputation will urge that Canada should profit by these examples.

Good Progress Made in Lumber Line

The general conditions in logging and lumbering activities as outlined in the last issue of the Labor Gazette, of Ottawa, and summarized from reports sent in by its various correspondents is as follows:

Westville, N.S., reported that owing to the amount of labor available the industry was working at capacity. Amherst reported that lumbering operations had been somewhat interfered with by the lack of snow. The saw and shingle mills at Charlottetown had a busy month. Fredericton reported that the industry was brisk and that the cut would be larger than was estimated earlier in the season. Quebec reported that men were available for the lumber camps at half the wages that were paid in October and November last. The sawmills at Sherbrooke were well employed. Peterborough reported that the lumber companies were advertising for men for the camps. Owen Sound reported that the sawmills were running but that the tie mills were idle. Lumber operators in the Sault Ste. Marie district were working under great difficulties in their logging operations owing to the mild weather. Port Arthur reported that tie-makers were wanted for the tie camps and that as the supply could not be met locally men had been shipped in from Winnipeg, Sudbury, Ottawa, North Bay and Montreal. Work in the bush was very plentiful in tie, log, pulp and cordwood camps, and the wages offered were 17 cents per tie and \$3.00 a cord for pulp and cordwood. Bushmen were offered \$60 to \$65 per month. Prince Albert reported that large numbers of men were employed in the lumber and cordwood plants. Calgary reported that the demand for the lumber camps and sawmills continued. Fernie reported that unsettled conditions prevailed and that logging operations in many localities were suspended entirely. This also applied to sawmill operations which were on a very limited scale. The post and pole branch of the industry also passed through a period of depression, and it was reported that it would remain inactive until satisfactory indications with regard to crop prospects in the prairie provinces are reported. With regard to railway ties, preparations were being made to enter this branch of the industry on a more or less extensive scale. Vancouver reported some dullness in the lumbering industry. New Westminster reported that the sawmills of the district were running normally and that some of the shingle mills were working double shifts. Victoria reported that the logging and lumber industry was slackening up, although still fairly busy. It was reported that over 53,000,000 feet of lumber was exported from British Columbia ports by ocean tonnage during 1918 as compared with 18,000,000 feet for the year 1917.

Drying Willow for Artificial Limbs

The Forest Products Laboratory at Madison, Wis., has been co-operating for some months with the Surgeon General's office in Washington in investigative work in connection with the rapid drying of willow for artificial limbs. Heretofore it has taken from three to five years to season willow for this use and yet no satisfactory substitute for this wood has been found. It was urgent to discover that some means of rapid artificial drying. Through its tests the Laboratory has succeeded in properly drying the willow in from sixty to seventy days. To prepare the material so as to minimize the drying period is one of the problems that has been solved and the particular temperature, humidity and circulation conditions in the dry kiln have been determined in order to accomplish the seasoning and drying in the quickest possible time.

The Timber Trade in South Africa

South Africa timber is being utilized in increasing quantities. Mine timber is now despatched from all parts of the Union. Timber for mine props is being grown in large quantities in the vicinity of Baberspan station, where approximately a million trees were planted recently. It is gratifying to learn that valuable timbers previously used for mine props are now being used as substitutes for more expensive imported timbers. Numerous sawmills and factories for working up South African timbers commenced operations during the year. Local timber has been in great demand for wagon and furniture making; building material, including doors and windows; shooks; fruit, beer and butter boxes; packing cases; fencing posts and general farm purposes. South African teak, small quantities of which have been forwarded from Tzaneen district, has been in strong demand for furniture making. Considerable quantities of Umsenge wood have been despatched from the Amabele-Butterworth line to Rosebank and Stanford Hill for match-making. Poplars and pines are also being despatched from the western districts of the Cape Province to the Cape and Natal match factories.

Motor-car bodies are being built in Cape Town, and more progress would have been made for the difficulty of securing skilled labor.

Pyrene Fire Extinguishers

Are the Ideal Fire Protectors for your mill, for the following reasons:—



- 1st—Pyrene is death to all inflammable fires.
- 2nd—Pyrene does not freeze at fifty degrees below zero.
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- 7th—Pyrene in one of our Holsters is ideal for your watchman in case he locates a fire in your building.

We also carry the 2½ Galt Soda Acid Extinguisher

Ask for our Catalogue which contains a full line of fire appliances, also for our book on how to protect your factory. This book contains valuable information.

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ATKINS STERLING QUALITY SAWS

Shine in all Well Regulated Lumber Camps



Where the saws are running smooth and keep their keenest edge, where the men are well contented and the work is done quickly and cheerfully you will always find ATKINS SAWS. It is Atkins that makes these things possible. Help your men to do more and better work by using Atkins Sterling Quality Saws.

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Improvements in Plywood Manufacture

To find for air and sea planes which shall be strong, light in weight, non-shrinkable and resistive to splitting, has resulted in marked improvements in the manufacture of plywood. The strength of most woods when pulled parallel to the grain is several times that of mild steel, weight for weight, but wood is relatively weak across the grain and is susceptible to high shrinkage in this direction.

Plywood is made of several sheets of thin wood or veneer glued together so that the grain of any one sheet crosses that of both adjacent sheets. As many as 27 or more sheets may be glued together to form a piece of plywood an inch thick. Such material has satisfactory strength in all directions, shrinks or expands little with changing moisture, has high resistance to splitting and is easily worked. It is therefore very satisfactory for airplane stock.

Thousands of tests have been made in the past few months at the Forest Products Laboratory in Madison, Wis., to secure exact data as to the mechanical and physical properties of plywood and as a result its use promises to be much extended.

The wing ribs used by the Bureau of Aircraft Production is one of the types of machine developed by the Forest Service. These ribs are thirty per cent lighter than those formerly used and twice as strong. The laboratory has also shown the possibility of using many species of woods for plywood heretofore considered unsuitable for airplane manufacture.

As may be seen, the glue is a very important part in the making of plywood but tests have resulted in the manufacture of a glue that is so water-resistant that plywood may be soaked in water for ten days or boiled for one day without showing any signs of separation into its individual layers and without materially lessening its strength. There are tremendous possibilities for the use of this wood in furniture, trunks, door panels, wagons and other peace uses as well as in aircraft.

Box Plants After Foreign Business

The Pacific Box Company, Limited, of Vancouver, who do resawing and planing and manufacture boxes, cases and crates, have just completed a mill with three dry kilns. It will cut 60,000 feet per day which is all required to supply the box factory. The firm have a complete box plant and pail plant, the latter being the only factory of its kind in the four western provinces and having an output of one thousand pails per day. Provision has been made for extensions as demands require. R. W. Sharpe, managing director of the company, states that, owing to the long haul from Eastern Canada, most of the pail requirements from British Columbia formerly came from the State of Washington.

The office and factory of the company are located at the north end of Cambie Bridge at the foot of Smythe street, Vancouver, and the box plant, as already stated, is capable of cutting 60,000 feet per day. The equipment consists of two fast feed Woods planers, two band seven inch resaws, one vertical and one automatic horizontal resaw, seven cut-offs, and automatic tying machine, equal to capacity to the needs of the factory, together with tongue and groove and gluing machines, a set of dovetail box machines, sander, borer etc. The whole plant is driven by electricity.

In Vancouver Victoria and New Westminster there are fifteen box plants. Six of these are large capacity plants and while at present there is not enough local business to keep all steadily employed, when shipping rates return to normal, some of the bigger concerns hope to develop favorably an export trade. The firm report, that while they are receiving many inquiries for box lumber, until freight charges become normal, not a great deal of business can be expected and then being in competition with the world, business can only be secured on a close margin of profit.

All Looking Forward to Export Trade

A most interesting report is submitted by a big B. C. industry, who assert that their cut was 28,000,000 feet in 1917, and during the past year was reduced 19,000,000, being all western soft pine. Profits were less than in the previous year, there being a drop of \$2 in price during the past two months. So far as the United States is concerned there is a demand only for box grade at the present time.

Summing up the situation generally the firm declare if orders actually materialize, as anticipated, for reconstruction purposes in Europe, these, combined with the demand from South America, Australia, China and Japan should stimulate the entire industry to greater activity; otherwise the trade is liable to have hard sledding.

"The winter of 1918 has been the worst for many years, excessive snow coming before the frost got into the ground. Labor was scarce and wages and supplies high." So declare a New Glasgow, N.S., firm, whose cut in 1918 was only one quarter of what it was

in 1917. About 60 per cent. of the output was hardwoods. The future is regarded as good and stocks are less than a year ago.

An eastern townships firm in Quebec province remark that they disposed of practically two years' cut in 1917, and sawed only such logs as were left over from the previous year. They are holding the 1918 cut, hoping to realize a small profit over the excessive cost of the past year. Stocks with them are only about half of what they were a year ago and profits have been less. The log output this winter will be about the same as last.

Thus reports differ in the various localities from which they emanate, but on the whole it would appear that, while stocks are lower and the cut reduced in numerous sections, the margin of profits in 1918 has been larger with most organizations than it was during the previous twelve months. On the whole, the outlook is regarded as very favorable if export business will only come along in fair quantity and without too long a delay in getting under way.

Returned Soldiers on Work of Reforesting

The Canadian Lumbermen's Association and the Canadian Pulp and Paper Associations will wait on the Government at Ottawa on the 18th inst. with reference to the employment of returned soldiers on reforestation work. The deputation will include Brig.-Gen. J. B. White, D.S.O., Mr. W. Gerard Power, president of the Canadian Lumbermen's Association; Mr. J. A. Bothwell, president of the Canadian Pulp and Paper Association and Mr. F. J. Campbell, ex-president of the Association. The Government will be asked to set aside a certain sum for this work, which it is proposed shall be done by men suffering from shell shock particularly. This work, it will be urged, will give the men a chance to recover and will also be of great value to the country.

The Expansion of a Great Industry

In twenty-five years the value of the output of the pulp and paper industry in Canada had become 11 times greater than it was. Probably at the prevailing rate of development the consumption in 1928 would be at least 3¼ times that of 1916, ten times greater than in 1904 or 5,500,000 cords per annum. At that rate the remaining supply would be 121,000,000 cords, or without allowing for further increase sufficient only for 22 years more. Commenting on the plain need for regrowth and reforestation, Mr. Campbell suggested that the returned soldiers might be employed to advantage on the planting of trees.

Will Conduct Detailed Survey of North

It has been decided that a survey and exploration party will be sent through from Cochrane to James Bay this year, according to advices from Cochrane, Ont. While the Government previously made a preliminary survey in connection with the probable future continuation of the Timiskaming & Northern Ontario Railway, yet it is quite evident that not all the information is in hand in connection with the country which will be necessary before undertaking the heavy expenditure involved in constructing a railway over so great a distance.

It is understood that geologists, land lookers and timber cruisers will be added to the party, and a comprehensive examination of the district and its resources will be made. It is also understood the possibilities of power development at Abitibi Canyon will be investigated.

The Latest Type of Bucket Conveyor

Catalogue No. 210 on the Jeffrey Improved Carrier, the latest type of Pivoted Bucket Conveyor for the handling of coal, ashes, clinkers, etc. has been issued by the Jeffrey Manufacturing Co., of Columbus, Ohio. The Jeffrey Improved Carrier was conceived about three years ago out of nearly twenty years of experience in the installation of successful Pivoted Bucket Equipments. The carrier is proving its worth in a most reliable and durable service in a large number of plants. The new catalogue is divided equally in its 96 pages. Many interesting exterior and interior pages of large power plant equipments are given and also reproductions of dimensioned blue prints in actual color of typical views of the various sizes of carrier equipment.

The total number of merchant ships under construction throughout the world on December 31st, 1918, according to Lloyd's Register Shipbuilding Returns, was double the largest corresponding tonnage under construction by the world before the war (June 1913). Great Britain and the United States lead the other countries with Holland and Japan in third and fourth places.

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 500,000 ft. 3 x 4, 5, 6, 7, 8, 9, 10, 11 in. ... 10/16 ft.
 200,000 ft. 3 x 6, 7, 8, 9, 10, 11, 12 in. ... 17/26 ft.
 SPRUCE (Mill Cull)
 800,000 ft. 1, 2, 2½, and 3 in.
 WHITE PINE (Mill Run)
 1,200,000 ft. 1, 1½, 1¾, 2 and 3 in.
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 500,000 ft. 1, 2 and 3 in.
 BASSWOOD (Mill Run)
 200,000 ft. 1, 1½, 1¾, and 2 in.
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EDGINGS

Ontario

Stevens-Hepner Company, Limited, of Port Elgin, Ont., have recently taken out supplementary letters patent increasing the capitalization of their company from one hundred and fifty thousand dollars to five hundred thousand dollars. The company manufacture brushes, brooms, etc.

Burglars recently broke into the office of the Irvin Lumber Company, Vine Street, Toronto, by removing a pane of glass in the back window. The contents of the vault, which was left unlocked, as well as the safe, were strewn about. The thieves succeeded in getting only a small sum of money.

An organization meeting of the retail lumber merchants of Stratford and vicinity will be held in Stratford on March 18, when it is probable that a new district organization of the Ontario Retail Lumber Dealers' Association will be effected. H. Boulton, of Toronto, secretary of the latter organization, will attend the gathering.

Hon. T. W. McGarry, Provincial Treasurer of Ontario, in his annual budget, stated that the receipts from forests and mines had been increased in the province from \$2,700,000 in 1904 to \$3,579,000 last year. In the estimated revenue for the coming year it is expected the Lands, Forests and Mines Department will yield \$2,750,000.

Writing to the "Canada Lumberman" a leading lumber manufacturer in Northern Ontario says that woods operations have been moving along fairly well. The lack of snow has not hurt work very much; the weather being cold enough to make ice. Labor conditions are not much better than they have been at any time this year, and logging costs will show an advance over 1918 of at least thirty per cent.

The French River Lumber Company is a newly organized concern, capitalized at \$150,000, with head offices at Sault Ste. Marie, Ont. F. J. Hathway is president of the company, and G. J. Pope, secretary-treasurer. The company will operate its mills at Garden River and will cut lumber on twenty-one thousand acres in Duncan Township, which they purchased from the Garden River Timber Company.

A charter has been granted to Lalonde Bros. and Company, Limited, of Cochrane, Ont., with a share capital of \$75,000. The company is empowered to secure and operate sawmills and to enter into the business of lumber merchants and to buy and sell pulpwood, cordwood, and other forest products. The incorporators of the organization are R. E. Lalonde, T. A. Lalonde, J. E. Groulx, Hilair Hayes and Geo. E. Lalonde, all of Cochrane.

The Severn River Improvement Association has been incorporated, with head office at Toronto, Ont., to promote the interests of the owners of property on or in the vicinity of the Severn River in the province of Ontario; to obtain by grant, purchase, concession or otherwise improved railway, boat and wharf facilities and facilities generally for the accommodation of such owners of property. The chief directors are G. A. Lister, E. Niepage, C. H. Wilkinson, A. S. Anderson and J. V. Gray, all of Toronto.

Eastern Canada

E. Lagueux & Fils, Ltd., lumbermen, Tring Junction, Que., have obtained a charter.

The Stearns Lumber Company, with head office in Montreal, Que., have been registered.

The South Shore Pulpwood & Lumber Co., Ltd., Montreal, Que., have obtained a charter.

The Canada Wood Products, Reg., with head office in Montreal, Que., have been registered.

The Lumber Construction Co., Ltd., Ville St., Pierre, P.Q., recently suffered a loss by fire, which was covered by insurance.

Henry Atkinson has recently established a ground wood mill at Pont Etchemin, Que. The equipment consists of three grinders and two wet machines. The plant is making 10 tons of ground wood per day, and is driven by its own water power.

The Standard Broom & Brush, Ltd., has been incorporated with head office at Montreal, P.Q., and capital stock of \$45,000, to manufacture brooms, brushes, toys, fancy goods, etc. Among those interested are P. Guilmette, J. A. Guilmette, and C. Guilmette, all of Montreal.

The Woodlands section of the Canadian Pulp and Paper Association is issuing a bulletin, written by Mr. Ellwood Wilson, chief forester for the Laurentide Co., Grand Mere, Que., on the burning of slash. This briefly emphasizes the importance of disposing of the debris, and gives directions how it can be safely burned. The bulletin will be issued to limit holders and members of the section.

Net profits of the Howard Smith Paper Mills, Ltd., Montreal, for the year ending with December, 1918, were \$252,604, which, added to sundry re-

enue of \$824 and revenue from investments of \$3,812, made a total revenue of \$257,241, against \$204,262 in 1917 and \$159,436 in 1916. A balance was left for profit and loss account of \$91,292 against \$81,623 in 1917, bringing the total to credit of that account to \$205,765. The assets of the company amount to \$2,632,666.

Western Canada

The Newport Lumber and Trading Company Limited, Vancouver, with capital of \$25,000, has been granted a charter.

George R. Hackett, general manager of the Robertson & Hackett Sawmills, Ltd., Vancouver, has returned from California.

H. J. Mackin, assistant general manager of the Canadian Western Lumber Co., Ltd., Fraser Mills, returned last week with Mrs. Mackin from a five weeks' tour of California's pleasant resorts.

Major-General A. D. McRae, who returned from overseas shortly before Christmas, is spending some time in California and Mexico. He left Vancouver for the south last month, intending to make a considerable stay in Mexico City.

Completing its contract for the building and outfitting of 27 wooden steamers in British Columbia, the Imperial Munitions Board recently took the steamer War Squash out into the Straits for her trial trip. The board completed the 27 boats from laying of the keels to the final trials in twenty months.

Board of Trade members, Winnipeg, state that ten million dollars in buildings in sight this year in Winnipeg, and reports from other prairie centres are equally bright. Building trades claim large business for British Columbia mills is assured. The Manitoba Government will introduce legislation fixing the building trades wages for the year.

The Beaver Cove Lumber & Pulp Company, of Vancouver, B.C., and plant at Beaver Cove, B.C., is making progress with construction. The plant will have an initial capacity of 80,000 pounds of sulphate per 24 hours. The officers of the company are W. H. White, president; W. O. King, first vice-president; Thomas White, second vice-president; George C. Pratt, secretary; W. O. King, treasurer, and C. F. Beyere, engineer.

British Columbia shingle manufacturers who have been paying from \$8 to \$10 a cord for bolts no doubt perused with particular interest the paper read by Olaf Carlson, of the C. B. Lumber & Shingle Congress, held last month. Mr. Carlson told about getting shingle bolts delivered at his mill for \$1.50 a cord. This was away back in the early '90s, however, when shingles were fetching 80 cents to 90 cents a thousand, and labor commanded \$1.25 a day.

That no branch of industry will be so favorably affected as the export of lumber from British Columbia by the establishment of recognized all-water routes between the east and west coasts of this continent, via the Panama Canal, is the opinion of F. C. Wade, K.C., agent-general for British Columbia, expressed in an article published in The Canadian Gazette, in which he urges the return of British Columbia men and officers from Europe, via this route. He points out that the vessels which bring the men home can be put to good service in taking return cargoes of B. C. products to Great Britain.

A party of Denver capitalists consisting of E. Thomas, E. E. Sachet and William Phillips, who were recently up the Skeena examining their timber limits, are reported to be contemplating the erection of a pulp mill on the Skeena. These men bought the limits which formerly belonged to Joseph Hunter and the late W. J. Sutton, both of Victoria. The same group hold extensive limits on the Naas River, which have never been cruised, but which are said to be well wooded with spruce, hemlock, cedar and cottonwood. In order to handle timber from both limits it is suggested that the mill will probably be built near the mouth of the Skeena on tidewater.

The Shownigan Lake Lumber Co., Ltd., has commenced the construction of a new mill to take the place of the old one recently destroyed by fire. William H. Munsie, president of the company, stated that considerable material was now on the ground, and that it was his intentions to go right ahead with all speed and get the new mill going at the earliest possible date. He could not say definitely when that would be but he hoped the plant would be running about May 1st. The specifications of the machinery and other equipment required are now out, and an early delivery is being called for. The new plant will be thoroughly modern, and will have a cutting capacity of about 75,000 feet daily.

The following resolution was adopted by the Board of Trustees concerning the early return of the railroads to private operation: Whereas: The trustees of the National Wholesale Lumber Dealers' Association are firmly of the opinion that the interests of the people, as well as of the railroads of the United States, will best be served by the early return of the railroads to private operation: now be it resolved, that we respectfully urge the Congress of the United States to return the railroads to private control at the earliest date practicable without undue disadvantage to the private management thereof, and after the adoption of such provision for Governmental regulation as shall be in the public interest.

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The Carriage You Are Looking For

Our No. 1 Size

CARRIAGE—Has three head blocks, as shown in cut, usually set 9 and 6 feet apart, will be placed any distance apart to suit purchaser. Knees open 38 in. from saw, and is fitted with Knight or Peel dogs, as desired. Taper movement on each knee. 1 15-16 in. steel set bar with steel pinions and coil spring receder, and friction lever brake for stopping knees where required. Timbers are 5 x 6 in., or heavier if desired, well bolted and braced. Diameter of truck wheel, 12 in. Axles 1 3/4 in. diameter, and extend clear across carriage, are furnished with self-oiling bearings. Front block is fitted with timber rule, placed as desired; 54 feet of V and flat track furnished with each carriage.

SET WORKS—As shown in cut, is made up of ratchet wheel 12 in. diameter, 4 in. face, with set lever carrying 7 steel pawls of varying lengths; also, same number of check pawls set in quadrant. Both sets of pawls are disengaged from either side of carriage when required to recede knees. This is a positive set, without lost motion.

FEED WORKS—As shown in cut, consists of 16 x 12 in. drum, with spur gear keyed to shaft. Pinion or friction shaft in saw frame engages with this gear. Cable takes two or three turns around drum, and is passed around end sheaves and attached to carriage. We also furnish 26 in. drum with internal gear in place of 16 in. drum when desired.



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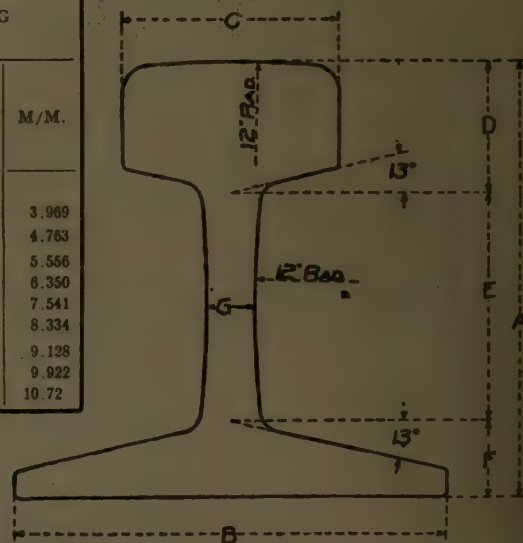
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For Mining and Lumbering Purposes

All Complete with Splice Bars

WEIGHT		A		B		C		D		E		F		G	
POUNDS PER YARD	KILOS PER METER	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.
8	3.97	1 1/8	39.69	1 1/8	39.69	1 1/8	20.64	1 1/8	11.91	1 1/8	20.64	3/8	7.144	3/8	3.969
12	5.95	2	50.80	2	50.80	1	25.40	3/8	14.29	1 1/8	27.78	1 1/8	8.731	3/8	4.763
16	7.94	2 3/8	60.33	2 3/8	60.33	1 1/4	29.77	1 1/4	16.27	1 3/8	34.53	3/4	9.525	3/8	5.556
20	9.92	2 3/4	66.68	2 3/4	66.68	1 1/2	34.13	1 1/2	18.26	1 3/8	37.31	3/4	11.11	3/4	6.350
25	12.40	2 3/4	69.85	2 3/4	69.85	1 3/8	38.10	1 3/8	19.84	1 3/8	37.70	3/4	12.30	3/4	7.541
30	14.88	3 3/8	79.38	3 3/8	79.38	1 1/2	42.86	3/4	22.23	1 3/8	43.66	3/4	13.49	3/4	8.334
35	17.36	3 3/8	84.14	3 3/8	84.14	1 3/4	44.45	1 1/4	24.21	1 3/8	45.24	3/4	14.68	3/4	9.128
40	19.84	3 1/2	88.90	3 1/2	88.90	1 3/4	47.63	1 1/4	25.80	1 3/8	47.23	3/4	15.88	3/4	9.922
45	22.32	3 1/2	93.66	3 1/2	93.66	2	50.80	1 1/4	26.99	1 3/8	50.01	3/4	16.67	3/4	10.72



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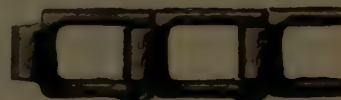
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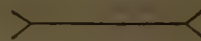
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RHODES, CURRY COMPANY, LTD., Head Office, AMHERST, N. S.
Branches at Halifax, Sydney and New Glasgow, N.S.



Gerlach Machinery

*PRODUCES THE BEST
as Well as the Cheapest*

**Tight or Slack Staves,
Headings, Kegs,
Barrels and
Short Box Shooks**

100% to 400% profit in Coopersage
Stock today. Be wise and purchase
the best Machinery.

DIXIE PORTABLE GASOLINE DRAG SAW

Present Price \$225.00 with 1 Blade

Circular, Drag and Cylinder Saws
made since 1854

The Peter Gerlach Co.

Established 1854

Cleveland, Ohio

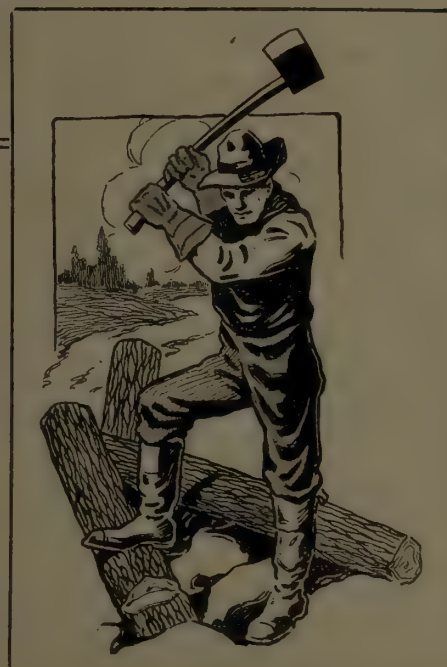


Equip your horses with
TAPATCO Collar Pads
and assist them to render greater service

When your lumbering horses are off duty because of bruised, galled and chafed neck and shoulders and other injuries to the neck and shoulders due to the hard work to which a lumbering horse is subjected, you begin to see that something is wrong with the care of your horses. Fit out your horses with TAPATCO Horse Collar Pads made with our new Patented Hook Attachment which will eliminate all these unnecessary injuries and keep your horses on their work steadily. We have been making pads for thirty-seven years and experience has taught us the correct method of manufacture. Secure TAPATCO Pads for your horses at once. Sold by dealers everywhere. Ask your jobber.

The American Pad & Textile Co.

Chatham, Ontario, Canada



**"Asbestol" Gloves and Mittens
are Popular and Economical**

Economical because of the unusual wear that is had from every pair, and popular with thousands of lumbermen because of their warmth and comfort. "ASBESTOL" Gloves and Mittens afford absolute hand protection to men in the lumber camps. They are durable and dependable and will out-wear gloves and mittens of the ordinary kind. "ASBESTOL" Gloves and Mittens are built for service. They are of proven merit in quality, construction and value.

EISENDRATH GLOVE CO. 2001 Elston Ave.
CHICAGO ILL.

Adams Pointers

Made at Penetang, these powerful and efficient gasolene boats are giving satisfaction all over Canada.

Lumbermen will find it quicker and cheaper to work with an Adams Pointer. It is easier and safer to use than alligators and tugs.

The Adams Pointer has a well-built easy running engine, and powerful and reverse gear towing winch, and will prove equal to the heaviest work.

Get further particulars and blue prints, which give in detail the points wherein our Pointers excel.

Adams Engine Co., Penetang, Ont.

J. T. PAYETTE, Proprietor

The Machine That Made a Record In a Recent Lath Cutting, 10 Hour Test

Four Hundred Sawmills in the Dominion are to-day using this machine.

It has all the latest improvements and for quick, clean work has no equal.

The Payette No. 1 Bolter will cut, count, tie and pile 128,350 laths in a period of ten hours. The above consisted of 4 foot laths, 1½ by ¾ inches, and constitutes a record in rapid lath cutting.

If you are not using a Payette No. 1 Bolter you should be.

Shall we send you full particulars and prices?



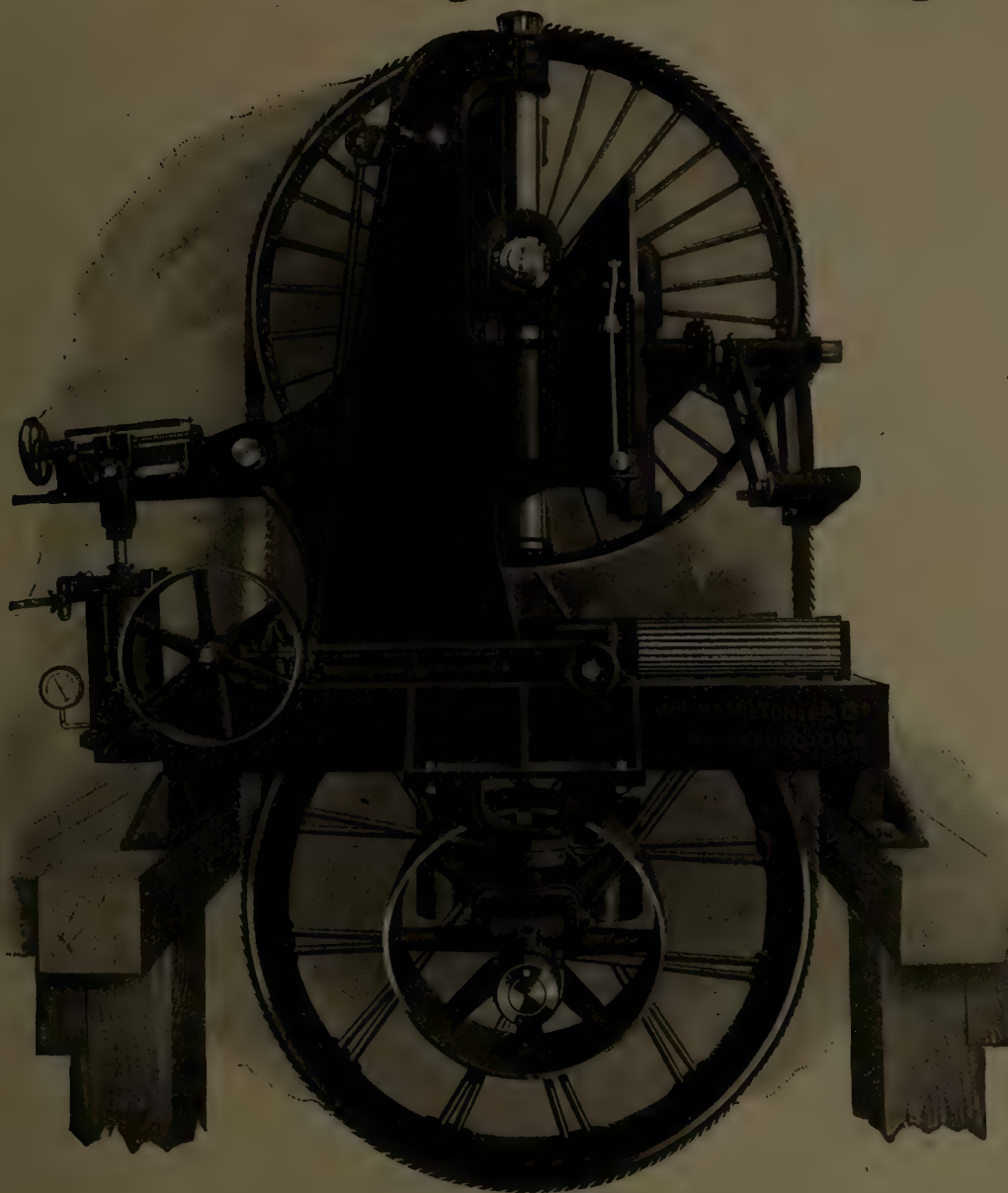
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J. T. PAYETTE, Proprietor

PENETANG, ONT.

"Hamilton" Steam Tension Band Mill

(Single or Double Cutting)



SPECIAL FEATURES OF THIS BAND MILL

- 1—Tension on saws maintained by steam—quickest and most sensitive form of tension yet devised.
- 2—Top wheel supported both above and below mandrel.
- 3—Extra large mandrel bearings top and bottom.
- 4—Top wheel has 12-inch range of adjustment.
- 5—Unbreakable upper saw guide raised and lowered by steam—first used on our machine.
- 6—Both top and bottom wheels instantly aligned by screw adjustment.
- 7—Operating mechanism is rapid and power driven.
- 8—Takes saws 12 inches to 14 inches wide.
- 9—Extra heavy, rigid, strong and accurately built throughout.
- 10—Built by expert workmen in a plant that has been manufacturing high grade saw-mill machinery for over sixty years.

A few of the users of these Machines

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- Beaver Board Co.,
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- Devon Lumber Co.,
Chapleau, Ont.
- Wm. Sullivan, Esq.,
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Peterboro, Ontario

ALPHABETICAL INDEX TO ADVERTISERS

Alberta Lumber Company .. .	9	Davison Lumber Company .. .	8	Hay Knife Company, Peter .. .		Powell Myers Lumber Co.	17
Algoma Steel Corporation .. .	62	Davies Company, William .. .	26	Heeney, Percy E.	17	Prince Rupert Lumber Co.	22
Allen-Stoltze Lumber Co.	23	Department of Lands, Forests		Hettler Lumber Company, H. H. .	60	Pratt & Whitney .. .	81
American Pad & Textile Co.	65	and Mines, Ontario .. .	71	Hillas & Company, W. N.	59	Pyrene Mfg. Co.	56
American Woodworking Machin-		Disston & Sons, Henry .. .	69	Hoe & Company, R.			
ery Company .. .	2	Dominion Lumber & Timber Co. .	17	Hoyt Metal Company .. .	84	Rankin-Benedict Co.	
Anderson & Co., C. G.	12	Dudley, A. N.	20	Huther Bros. Saw Mfg. Co., Inc. .	70	Rat Portage Lumber Company ..	17
Atkins & Co., E. C.	57	Dunfield & Company .. .	8	International Land & Lumber Co. .	21	Renfrew Planing Mills .. .	
Atlantic Lumber Co.	10	Dunbar Engine and Foundry Co. .	71	Jeffrey Manufacturing Company .		Reynolds Timber Co.	23
Atlas Asbestos Company .. .	1	Dunlop Tire & Rubber Goods Co. .	77	Johnston, A. H.		River Ouelle Pulp and Lumber	
Austin & Nicholson .. .	10	Duplex Truck Company .. .		Jost, P. M.	12	Company .. .	20
		Dupuis Company, J. P.	12	Keewatin Lumber Company .. .	14	Russell, Chas. H.	61
				Knox Brothers .. .	3	Rutherford & Sons, Wm.	4
Bartram & Ball .. .	3	Eagle Lumber Company .. .	60	Laidlaw Bale Tie Company .. .	49	Salada Tea Company .. .	49
Becker & Company .. .	59	Eaton & Co., J. R.	9	Lake Lumber Company .. .	12	Service Lumber Co.	21
Bell Veterinary Wonder Co., Dr. .	49	Edwards & Co., W. C.		Lake Superior Corporation .. .	16	Sessenwein Brothers .. .	
Beveridge Paper Co.		Eisendrath Glove Co.	65	Lamontagne Limited .. .		Sewall, James W.	12
Blakeslee, Perrin & Darling .. .	5	Elk Fire Brick Company .. .	65	Leckie, Ltd., John .. .	1	Shafer Hardwood Co., John I. .	11
Bond Engineering Works .. .		Elmira Machinery and Transmis-		Long-Bell Lumber Company .. .		Shannon Lumber Co., R. P.	22
Bourgouin, H.	61	sion Company .. .	70	Long Lumber Company .. .	9	Shearer Company, James .. .	
Bowater & Sons, W. V.		Engineering & Machine Works of		Long Manufacturing Co., E.	82	Sheldons Limited .. .	81
Bradley, R. R.	49	Canada, Ltd.	74	MacLean Daily Reports .. .	49	Shimer Cutter Head Company ..	
British American Mills and Tim-		Excelsior Lumber Company .. .		Main Belting Co.		Shingle Agency of B. C.	24
ber Company .. .		Exchange Lumber Co.	11	Marsh Engineering Works, Ltd. .	68	Snowball Company, J. B.	11
Brown & Co., Geo. C.	21			Mason, Gordon & Co.	16	Shurly-Dietrich, Limited .. .	
Burnoil Engine Company .. .		Farnsworth & Jardine .. .	12	Mason Regulator Company .. .		Simonds Canada Saw Co., Ltd. .	26
		Fassett Lumber Company, Ltd. .	6	McKinnon Columbus Chain Co. .		Smart-Turner Mach. Co., Ltd. .	1
		Fesserton Timber Company .. .		McLaren Belting Company, J. C. .	84	Smith, N.	49
Callander Saw Mills .. .	14	Fibre Making Processes, Inc.		McLaren, Limited, D. K.		Spencer Limited, C. A.	60
Canadian Western Lumber Co. .		Firstbrook Brothers .. .	13	McLennan Lumber Co., Ltd.	61	Stratford Oakum Co., Geo.	14
Carborundum Co.		Foss Lumber Company .. .	22	Mereen-Johnson Co.	73	Stearns Salt and Lumber Co.	20
Canadian Consolidated Rubber		Fraser Companies, Ltd.	15	Mershon & Co., W. B.		Summers, James R.	49
Company .. .		Fraser Bryson Lumber Co., Ltd. .	9	Miller Company, W. H.	17		
Campbell MacLaurin Lumber Co. .	60			Montreal Locomotive Works .. .	79	Taylor, S. K.	24
Canada Lumber Company .. .	9	Garlock-Walker Machinery Co. .	2	Montreal Lumber Company .. .	12	Terry & Gordon .. .	4
Canada Metal Company .. .	78	Gates, John W.	70	Morgan Machine Mfg. Co.	74	Thurston-Flavelle Lumber Co. .	22
Canada General Lumber Co.	13	Gerlach Company, Peter .. .	65	Moores, Jr., E. J.	17	Timberland Lumber Company ..	21
Canadian Link-Belt Company ..	64	Gartshore, John J.	70	Musgrave & Company .. .		Timms, Phillips & Co.	18
Canadian Mathews-Gravity Car-		General Supply Company .. .	73	New Ontario Colonization Co. .	11	Toronto Blower Company .. .	61
rier Company .. .	25	Gillespie, James .. .	12	Oliver Lumber Company .. .		Turner & Sons, J. J.	79
Canadian Milk Products .. .	53	Gillies Brothers, Ltd.	16	Ontario Wind Engine & Pump Co. .	74		
Canadian National Railway .. .	25	Gloucester Lumber & Trading Co. .		Pacific Lumber Company .. .	20	Waterous Engine Works Com-	
Canadian Warren Axe & Tool Co. .	1	Genoa Bay Lumber Co.		Parry Sound Lumber Co., Ltd. .	11	pany, Ltd.	83
Canadian Wood Products Co.	49	Goodhue & Co., J. L.	69	Payette Company, P.	66	Watson & Todd .. .	14
Cane, Jas. G.	24	Goodyear Tire & Rubber Co.		Pedwell Hardwood Lumber Co. .	24	Webster & Brother, Ltd., James. .	12
Cant & Kemp .. .	12	Gordon & Co., George .. .	6	Pennoyer Company, J. C.		West & Peachey .. .	84
Cardinal & Page .. .	12	Grant, Holden & Graham .. .		Petrie, H. W.		Wistar, Underhill & Nixon .. .	17
Carss Mackinaw Company .. .	1	Graton & Knight Mfg. Co.	81	Philadelphia Textile Machinery		Woods Manufacturing Co., Ltd. .	55
Chapman Double Ball Bearing Co. .	64	Green Company, G. Walter .. .	62	Company .. .	81	Wuchet, Louis .. .	9
Chicago Lumber & Coal Co.		Gutta Percha and Rubber Co.		Pink Company, Thos.	79	Yates Machine Company, P. B. .	75
Clarke & Co., A. R.	63						
Clay Engine Company .. .	84	Hay & Company .. .	24				
Cleveland-Sarnia Saw Mills Co. .	51	Haight, W. L.	16				
Climax Manufacturing Company. .	79	Hall & Brown Machinery Co. .					
Clyde Cars Co.		Hamilton Company, William .. .	67				
Coe Mfg. Company .. .		Hardy, E. D.	1				
Coolidge & Carlisle .. .	49	Harris Abattoir Company .. .	53				
Copeland Shoepack Co.	55	Harris Tie and Timber Company .	14				
Consumers Cordage Co.		Hart & McDonagh .. .	10				

Skidding Machinery

FOR GROUND HAULAGE, either with steel cones or without the cones.

FOR CABLEWAY HAULAGE, by any of the generally accepted methods.

No matter what method of skidding you prefer, we have the right equipment for the purpose, and by its use you can effect a great saving in both men and money.

We guarantee all our Machinery and stand back of the guarantee. When you buy Logging Machinery buy the kind that is made in Canada and guaranteed in Canada. You will be money ahead by doing so.

MARSH ENGINEERING WORKS, LIMITED



Loading Machinery

Hand-Power Loaders—Steam Power Loaders.
Horse-Power Loaders—Electric Power Loaders.
Stationary Derricks for Loading.
Travelling Derricks for Loading.
Loaders for use beside the track.
Loaders for use over the track.

For any method of loading you wish to use we have the right machinery at the right price, and of dependable quality.

BELLEVILLE, ONT.

A Good Belt Saves Money

THE money wasted in keeping a stretching belt taut amounts to a surprising figure. If you use "Goodhue Belts" in your mill or factory you can save most of this money because "Goodhue Belts" stretch less by 15 to 25 per cent. than any other belt. They are made from skillfully selected hides with the stretch taken out of each section before it is made up into the belt.

According to the conditions under which the belt is to run, we recommend "Extra," "Standard" or "Acme Waterproof" belts.

Send for further particulars and prices.

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GOODHUE BELTS
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Now for Reconstruction

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Keystone Saws, Tool, Steel and File Works

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TORONTO, Canada



Excelsior Cutting Machinery

Manufactured By

The Elmira Machinery
and Transmission Co.

Elmira, Ont.

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New **RAILS** Relaying
12 to 80 pounds per yard.

LOGGING CARS

Jno. J. Gartshore

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GATES Patent FIRE BOX LINING

Our setting eliminates the losses through brick walls to a minimum, thereby producing higher temperature in furnace. This means more evaporation of water or in other words producing more steam without any additional cost of fuel or labor, and the simplicity and low cost of upkeep commends the GATES lining for economy.

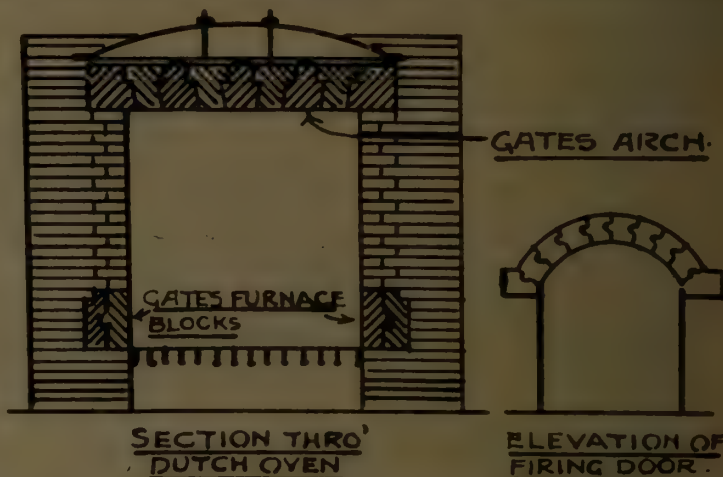
Our engineering department is making a specialty of combustion and furnace work. Write us of any troubles you may have; we will be pleased to advise you.

John W. GATES

Engineering Contractors

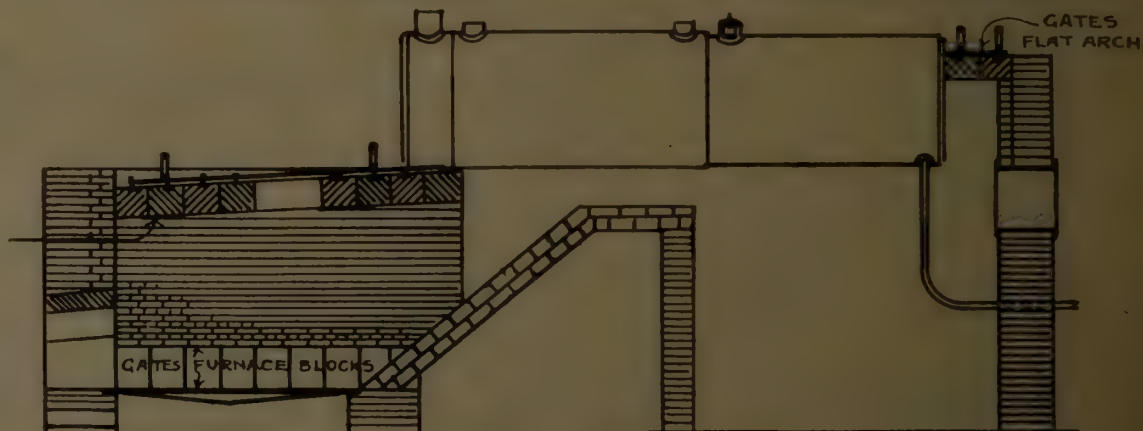
Specializing in
Boiler Setting and Furnace Brickwork

382 St. James Street, - MONTREAL



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GATES ARCH FOR DUTCH OVEN SETTING



Patented Nov. 29 '92; July 19 '10.



Grooves cut with Huthier Bros. Dado Heads.

Fits Any Saw Mandrel

A Huthier Bros. Dado Head consists of two outside cutters and enough inside cutters to make the required cut. This Head will cut perfect grooves, with or across grain, any width. It is an easy Head to keep in perfect condition, has a simple quick adjustment, and may be enlarged any time after purchase. Sent on approval and if not satisfactory return at our expense.

Write for New Illustrated Catalog.

**HUTHER BROS. SAW
MFG. COMPANY, Inc.**

1103 University Ave.
ROCHESTER, N. Y.

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"Baughman's Cost Tables" for figuring cost of any article by the foot, piece, pound or ton. 127 pages, 5 1/4 in. by 7 in. Price, flexible leather, \$1.50; flexible Morocco, \$2.50.

"Climax" tally book, bound in sheep, with hand straps. Size 4 1/4 x 8 3/4, 110 pages. Price \$1.00.

Baughman's "Buyer & Seller." The handiest labor-saving book for lumbermen ever devised. Desk size, 300 pages, \$1.50. Pocket edition, 188 pages, \$1.25.

"The Kiln Drying of Lumber," a Practical and Theoretical Treatise, by Harry Donald Tiemann, M.E., M.F. Just published by J. B. Lippincott Co. 316 pages, illustrated. Price \$4.

Scribner's Lumber & Log Book. 1917 Edition. Price 35c.

Seasoning of Wood: A Treatise of the Natural and Artificial Processes Employed in the Preparation of Lumber for Manufacture, with Detailed Explanations of its Uses, Characteristics and Properties, by Joseph Wagner. Published by D. Van Nostrand Co., in 1917. 274 pages, illustrated. Price \$3.00.

The Preservation of Structural Timber, by Howard F. Weiss. Published in 1915 by McGraw-Hill Book Company. 312 pages, illustrated. Price \$3.

Utilization of Wood-Waste (Second Revised Edition), by Ernst Hubbard. Published in 1915 by Scott, Greenwood & Sons. 192 pages, illustrated. Price \$1.50.

Vest Pocket Ready Reckoner for Lumbermen. 11th edition. Published by the American Lumberman. Price 35 cents.

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347 Adelaide Street West

TORONTO

Original "Dunbar" Machines

We are the original and the only makers of "Dunbar" Shingle Machines, Lath Machines, Clapboard Machines, Steam and Gasoline Logging Engines. Each is the best for its particular work. Are you using the best?

Lath Machine

From our many years of experience we evolved this "Dunbar" Original Lath Machine. Every improvement that could be suggested, every time-tested idea for the betterment of product and for greater speed, has been incorporated in this machine. We believe it has no equal, and there are a great number of mill men throughout Canada who share this belief with us. Carefully constructed of high grade materials and designed to work steadily under the hardest conditions.

Steam and Gasoline Logging Engines

Conditions in Canada necessitate an engine that will stand any amount of strain and hard work in the lumber industry. With this idea in mind we have brought out the "Dunbar" engines perhaps a little stronger than is really needed. They do their work easily and willingly, and stand a great amount of hard usage. Built entirely in Canada for the Canadian lumber trade.

Clapboard Machine

You will need no excuse for the quality of your product if you use the original "Dunbar" Clapboard Machine. Expert in every detail. This machine will give you the very best service under most trying conditions. It will turn out work without delays. It will need practically no repairs and will increase your output. We cannot recommend it too highly because it is giving this very service to lumbermen in all parts of this country.

Send for catalogues of any or all of these machines.

Dunbar Engine & Foundry Co.

WOODSTOCK, N.B.

ONTARIO

Canada's Banner Province



Ontario's timber production last year valued at \$26,774,937 or 40% of Canada's total output.

Pine production, 905,442,000 ft. B.M.

Pulpwood, 246,282 cords.

Railway Ties, 5,704,459.

Ontario's woodworking industries, using 34 different kinds of wood, provide a ready market for the lumberman. Eighty-two per cent. of lumber used in Ontario's industries purchased within the Province.

Ontario's vast resources offer unsurpassed opportunities to the lumberman.

For maps and full information regarding Ontario, apply to

HON. G. HOWARD FERGUSON,

Minister of Lands, Forests and Mines.

CURRENT LUMBER PRICES—WHOLESALE

TORONTO, ONT.

Prices in Carload Lots, F.O.B. cars Toronto.

White Pine:

1 x 4/7 Good Strips	\$59 00	\$62 00
1 1/2 and 1 3/4 x 4/7 Good Strips	63 00	66 00
2 x 4/7 Good Strips	63 00	66 00
1 x 8 and up Good Sides	75 00	77 00

Sides

2 x 8 and wider Good Sides	88 00	90 00
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1 in. No. 1, 2 and 3 Cuts

5/4 and 6/4 No. 1, 2 and 3 Cuts	55 00	58 00
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2 in. No. 1, 2 and 3 Cuts

1 x 4 and 5 Mill Run	47 00	49 00
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1 x 6 Mill Run

1 x 7, 9 and 11 Mill Run	47 00	50 00
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1 x 8 Mill Run

1 x 10 Mill Run	53 00	55 00
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1 x 12 Mill Run

5/4 and 6/4 x 4 Mill Run	47 00	49 00
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5/4 and 6/4 x 5 Mill Run

2 x 4 Mill Run	47 00	49 00
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2 x 6 Mill Run

2 x 8 Mill Run	48 00	50 00
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2 x 10 Mill Run

2 x 12 Mill Run	51 00	53 00
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1 in. Mill Run Shorts

1 x 4 and up 6/16 No. 1 Mill Culls	39 00	40 00
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1 x 10 and up 6/16 No. 1 Mill Culls

1 x 12 and up 6/16 No. 1 Mill Culls	41 00	44 00
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1 x 4 and up 6/16 No. 2 Mill Culls

1 x 10 x 12 6/16 No. 2 Mill Culls	31 00	34 00
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1 x 4 and up 6/16 No. 3 Mill Culls

Red Pine:	42 00	43 00
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1 x 4 and 5 Mill Run

1 x 6 Mill Run	42 00	44 00
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1 x 8 Mill Run

1 x 10 Mill Run	45 00	47 00
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2 x 4 Mill Run

2 x 6 Mill Run	48 00	50 00
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2 x 8 Mill Run

2 x 10 Mill Run	42 00	43 00
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2 x 12 Mill Run

1 in. Clear and Clear Face	43 00	44 00
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2 in. Clear and Clear Face

1 in. Clear and Clear Face	53 00	54 00
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2 in. Clear and Clear Face

Spruce:	41 00	42 00
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1 x 4 Mill Run

1 x 6 Mill Run	43 00	44 00
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1 x 8 Mill Run

1 x 10 Mill Run	44 00	45 00
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1 x 12 Mill Run

Mill Culls	45 00	47 00
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Hemlock, No. 1, in carload lots, f.o.b. Toronto

1 x 4 and 5 in. x 9 to 16 ft.	34 00	36 00
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1 x 6 in. x 9 to 16 ft.

1 x 8 in. x 9 to 16 ft.	32 00	33 00
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1 x 10 in. x 9 to 16 ft.

1 x 12 in. x 9 to 16 ft.	37 00	38 00
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1 x 14 in. x 9 to 16 ft.

1 x 16 in. x 9 to 16 ft.	38 00	39 00
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1 x 18 in. x 9 to 16 ft.

1 x 20 in. x 9 to 16 ft.	38 00	39 00
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1 x 24 in. x 9 to 16 ft.

2 x 4 to 12 in. 18 ft.	35 00	37 00
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2 x 4 to 12 in. 18 ft.

2 x 4 to 12 in. 20 ft.	36 00	37 00
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2 x 4 to 12 in. 20 ft.

1 in. No. 2, 6 ft. to 16 ft.	37 00	38 00
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2 in. No. 2, 4-in. and up in

width, 6 to 16 ft.	30 00	31 00
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Douglas Fir, delivered in Toronto:

Dimension Timber up to 32 feet	\$50 00	
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6x6 and 8, 10x10 and 12, 12x12

6x10, 8x10, 10x14, 12x14, 14x14	51 00	
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6x12, 8x12

14x16, 16x16	52 00	
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14x18, 16x18

6x14, 8x14, 10x16, 12x16	52 50	
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14x18

8x16, 10x18, 12x18	54 00	
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18x18, 20x20

12x20, 24x24	55 00	
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12x20, 24x24

Timber in lengths over 32 feet subject to negotiation.	56 00	
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Fir flooring, 1 x 3, edge grain

Fir flooring, 1 x 4, edge grain	59 00	
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Fir flooring, 1 x 4, flat grain

No. 1 and 2, 1-in. clear Fir dough	59 00	60 00
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(Depending upon widths).

No. 1 and 2, 1 1/2 and 1 3/4 in.	60 00	64 00
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clear Fir rough

No. 1 and 2 2-in. clear Fir rough	60 00	61 00
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1 x 5 and 1 x 6 Fir casing

1 x 8 and 1 x 10 Fir base	61 00	
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1 x 8 and 1 x 10 x 12 E. C.

stepping	63 00	
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1 1/2 and 1 3/4 x 8 x 10 x 12 E. C.

stepping	74 00	
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1-in. clear Fir, d 4 sides

1 1/2 x 1 1/2 in. clear Fir, d 4 sides	64 00	
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XX B. C. cedar shingles

XXX 6 butts to 2 in.	48 00	58 00
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XXXX 5 butts to 2 in.

XXXX 5 butts to 2 in.	3 50	4 54
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XXXX 5 butts to 2 in.

XXXX 5 butts to 2 in.	5 00	
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TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out.

Ash, white, dry weight 3800 lbs. per M. ft.

1 & 2s	No. 1	No. 2	No. 3
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4/4

5/4 & 6/4	\$80.00	\$60.00	\$40.00
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8/4

10/4 & 12/4	85.00	63.00	35.00
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16/4

	95.00	75.00	45.00
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10/4 & 12/4

16/4	110.00	100.00	60.00
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16/4

	125.00	115.00	65.00
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Ash, Brown

4/4	70.00	50.00	35.00
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6/4

8/4	75.00	60.00	45.00
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10/4 & 12/4

16/4	78.00	65.00	45.00
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Birch, dry weight 4000 lbs. per M. ft.

1 & 2s	No. 1	No. 2	No. 3
--------	-------	-------	-------

4/4

5/4 & 6/4	65 66	48 50	32 40
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8/4

10/4 & 12/4	67 70	50 55	33 45
-------------	-------	-------	-------

16/4

	70 72	51 57	38 45
--	-------	-------	-------

10/4 and 12/4

16/4	80 90	65 73	45 54
------	-------	-------	-------

16/4

	90 98	75 83	50 60
--	-------	-------	-------

Basswood, dry weight 2500 lbs. per M. ft.

1 & 2s	No. 1	No. 2	No. 3
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4/4

5/4 & 6/4	\$68.00	\$53.00	\$40.00
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8/4

10/4 & 12/4	70.00	60.00	45.00
-------------	-------	-------	-------

16/4

	75.00	63.00	45.00
--	-------	-------	-------

Chestnut, dry weight 2800 lbs. per M. ft.

1 & 2s	No. 1	No. 2	No. 3
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4/4

5/4 & 6/4	\$65.00	\$50.00	\$45.00
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8/4

	72.00	54.00	48.00
--	-------	-------	-------

10/4 & 12/4

16/4	72.00	54.00	48.00
------	-------	-------	-------

Elm, soft, dry weight 3100 lbs. per M. ft.

1 & 2s	No. 1	No. 2	No. 3
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4/4

5/4 & 6/4	\$58.00	\$45.00	\$35.00
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8/4

10/4 & 12/4	58.00	45.00	35.00
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16/4

	65.00	55.00	49.00
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Gum, red, dry weight 3300 lbs. per M. ft.

1 & 2s	No. 1	No. 2	No. 3
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4/4

5/4 & 6/4	\$60.00	\$50.00	\$40.00
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8/4

10/4 & 12/4	62.00	52.00	42.00
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16/4

	65.00	55.00	45.00
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Gum, Sap

1 & 2s	No. 1	No. 2	No. 3
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4/4

5/4 & 6/4	\$50.00	\$45.00	\$35.00
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8/4

10/4 & 12/4	54.00	47.00	38.00
-------------	-------	-------	-------

16/4

	55.00	47.00	38.00
--	-------	-------	-------

Hickory, dry weight, 4500 lbs. per M. ft.

1 & 2s	No. 1	No. 2	No. 3
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4/4

5/4 & 6/4	\$75.00	\$45.00	\$30.00
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8/4

10/4 & 12/4	100.00	75.00	50.00
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16/4

	80.00	60.00	35.00
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Maple, hard, dry weight 3900 lbs. per M. ft.

1 & 2s	No. 1	No. 2	No. 3
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4/4

5/4 & 6/4	\$58.00	\$45.00	\$30.00
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8/4

10/4 & 12/4	63.00	48.00	33.00
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16/4

	68.00	58.00	38.00
--	-------	-------	-------

10/4

12/4	75.00	65.00	45.00
------	-------	-------	-------

16/4

	90.00	80.00	50.00
--	-------	-------	-------

Soft Maple

1 & 2s	No. 1	No. 2	No. 3
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4/4

5/4 & 6/4	\$58.00	\$45.00	\$30.00
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8/4

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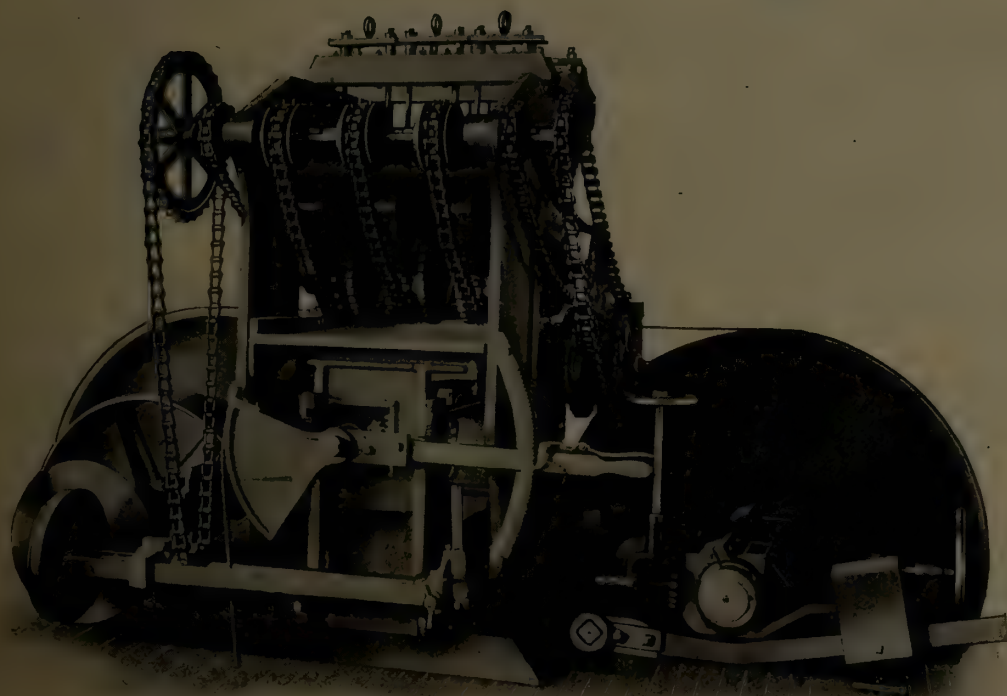
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5/4 to 8/4	60 - 62	40 - 42	24 - 26

SAP BIRCH

4/4	51 - 53	30 - 32	18 - 20
5/4 and up	53 - 55	32 - 34	20 - 22

SOFT ELM

4/4	43 - 45	28 - 30	20 - 22
5, 6 & 8/4	45 - 47	30 - 32	20 - 22

BASSWOOD

4/4	47 - 49	37 - 39	25 - 27
Thicker	49 - 51	39 - 41	26 - 27

PLAIN OAK

4/4	55 - 57	30 - 32	18 - 20
5/4 to 8/4	58 - 59	34 - 36	20 - 22

ASH, WHITE AND BROWN

4/4	55 - 57	30 - 31	20 - 22
5/4 to 8/4	55 - 57	35 - 37	21 - 23
10/4 and up	75 - 88	42 - 50	24 - 26

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White pine uppers, s 1 to 2 in.	134 00
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Fine Common, 2 1/2 and 3 in.	125 00 130 00
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No. 2 Cuts, 1 in.	85 00
No. 2 Cuts, 1 1/4 to 2 in.	72 00 75 00

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No. 1, 1 x 10	65 00	3 x 4 and 4 x 4 in.	38 00
No. 1, 1 x 8	62 00	2 x 8 in.	40 00
No. 2, 1 x 12	65 00	All other random lengths, 7 in.	
No. 2, 1 x 10	61 00	and under, 8 ft. and up	36 00
No. 2, 1 x 8	58 00	5-inch and up merchantable	
No. 3, 1 x 12	57 00	boards, 8 ft. and up, p 1s	40 00
No. 3, 1 x 10	56 00	1 x 2	38 00
No. 3, 1 x 8	55 00	1 x 3	37 00
Can. Spruce, clear, 1 x 4 to 9 in.	46 50	1 1/2 in. spruce lath	4 50
1 x 10 in.	48 50	1 1/2 in. spruce lath	4 00
No. 1, 1 x 4 to 7 in.	50 50	New Brunswick Cedar Shingles	
No. 1, 1 x 8 & 9 in.	54 50	Extras	5 15
No. 1, 1 x 10 in.	55 50	Clears	4 75
No. 2, 1 x 4 & 5 in.	36 50	Second Clears	4 25
No. 2, 1 x 6 & 7 in.	43 50	Clear Whites	3 75
No. 2, 1 x 8 & 9 in.	43 50	Extra 1s (Clear whites in)	2 25
No. 2, 1 x 10 in.	46 50	Extra 1s (Clear whites out)	1 90
No. 2, 1 x 12 in.	50 50	Red Cedar Extras, 16 in. 5 butts	
Spruce, 12 in. dimension	48 00	to 2 in.	5 08 5 18
Spruce, 10 in. dimension	47 00	Red Cedar Eureka, 18-inch 5	
Spruce, 9 in. dimension	46 00	butts to 2 in.	5 40
Spruce, 8 in. dimension	45 00	Red Cedar Perfections, 8 butts	
2 x 10 in. random lengths,		to 2 1/2	6 18
8 ft. and up	44 00 45 00	Washington 16-in. 5 butts to 2	
2 x 12 in. random lengths	46 00 48 00	in. extra red cedar	4 80

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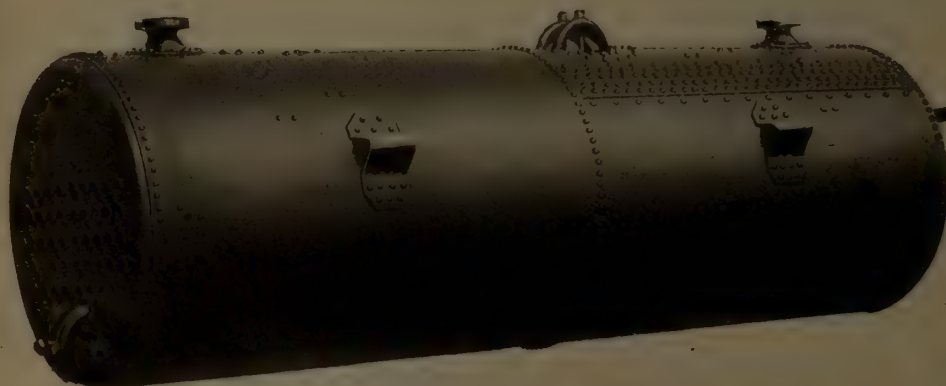
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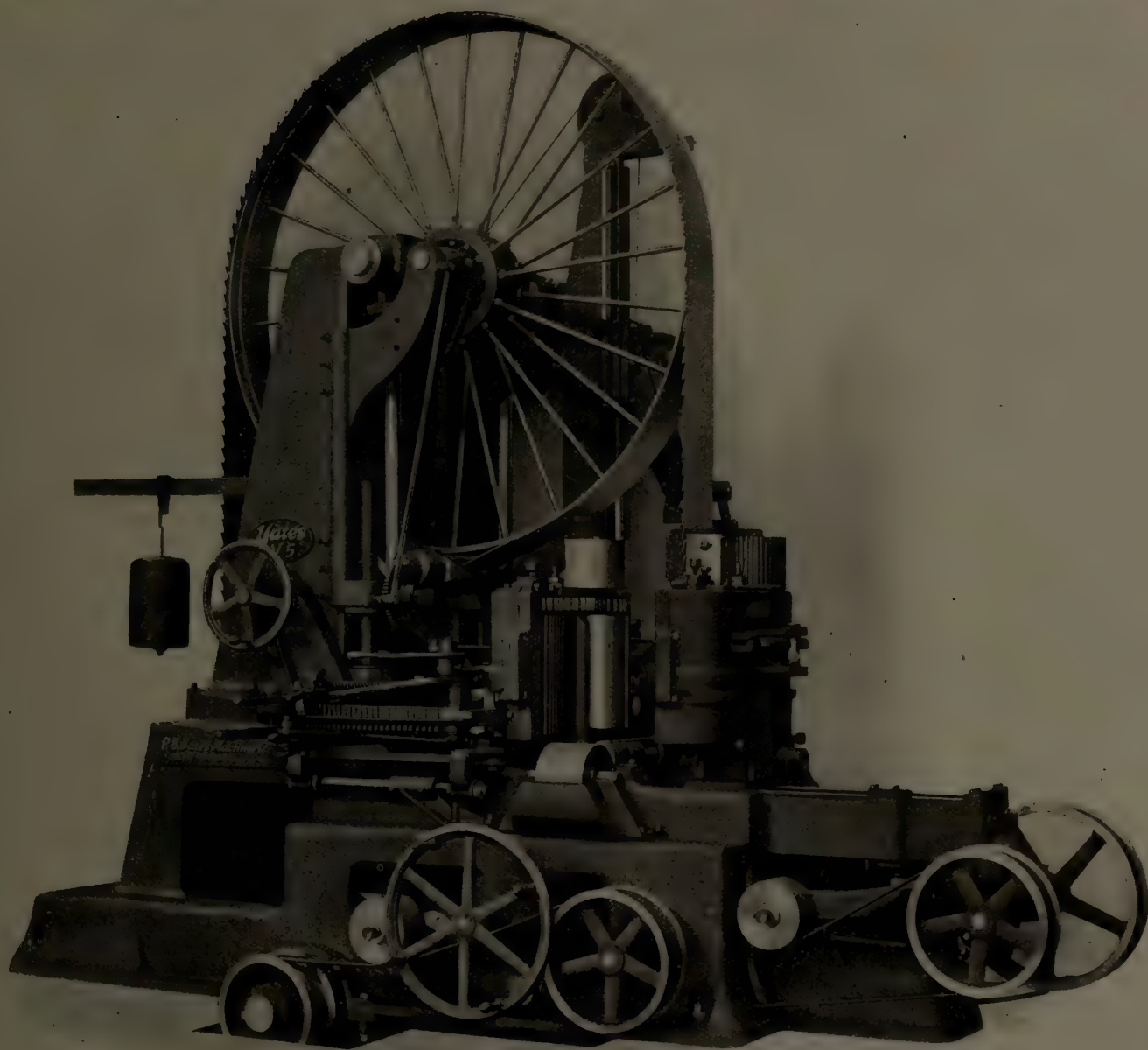
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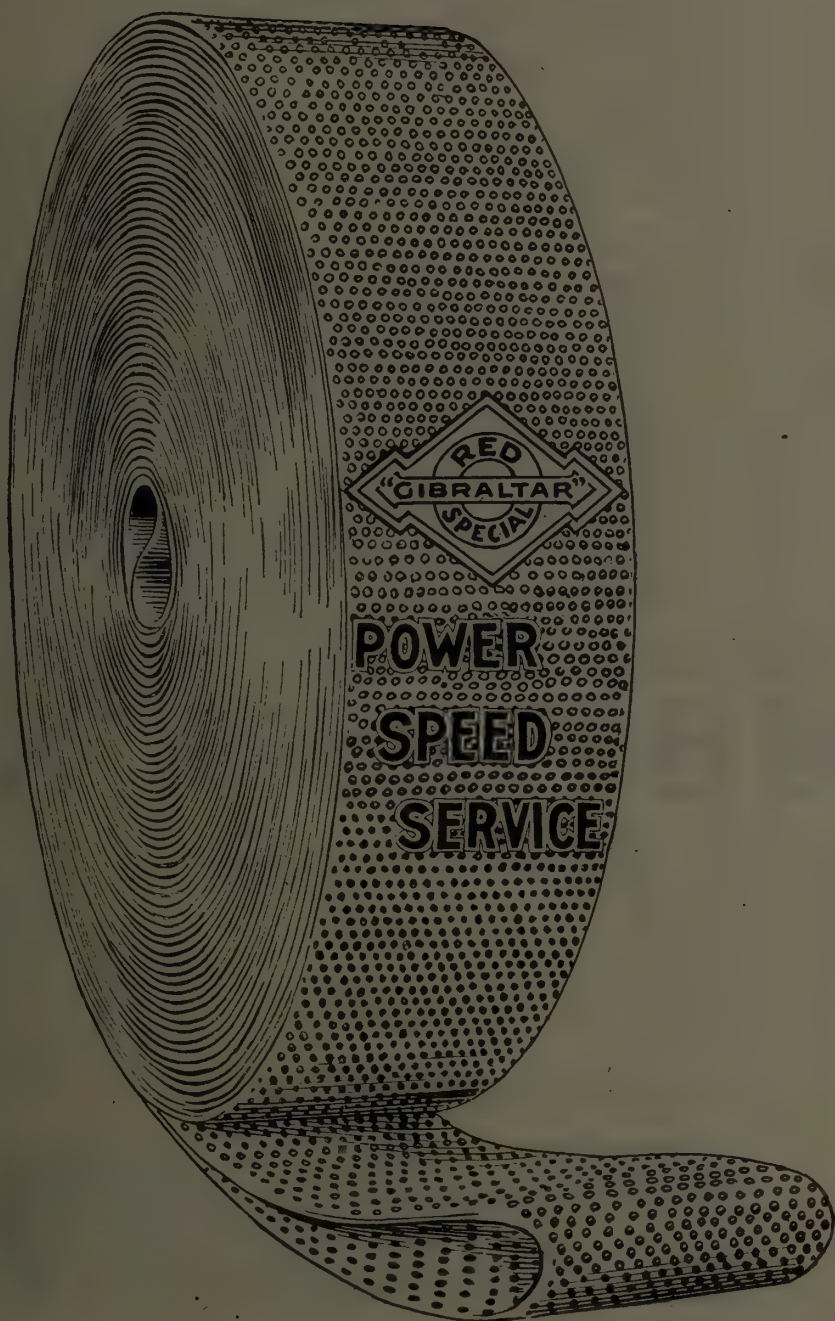
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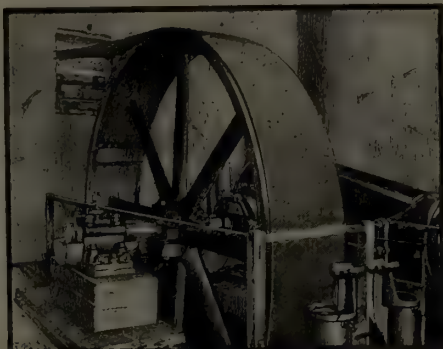
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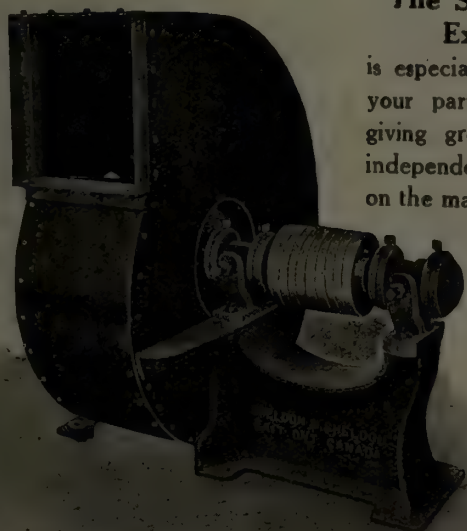
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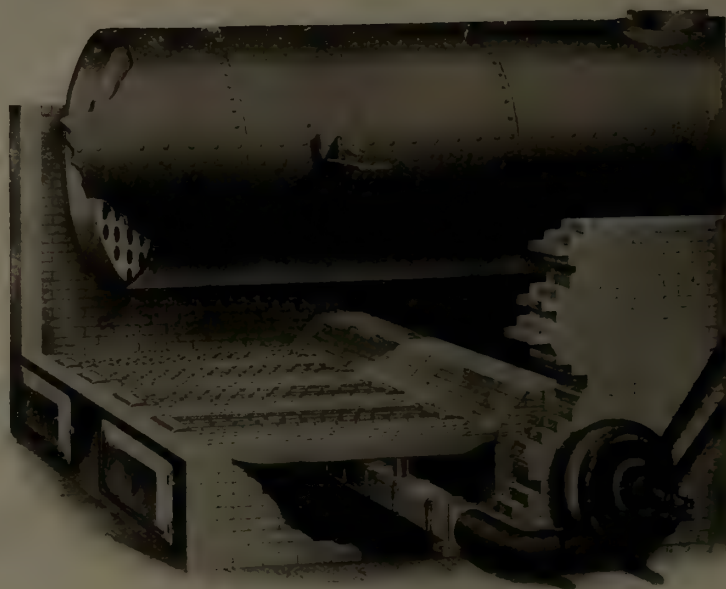
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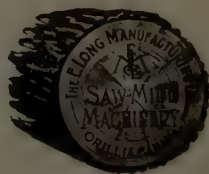
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Waterous Bandmills Are Best

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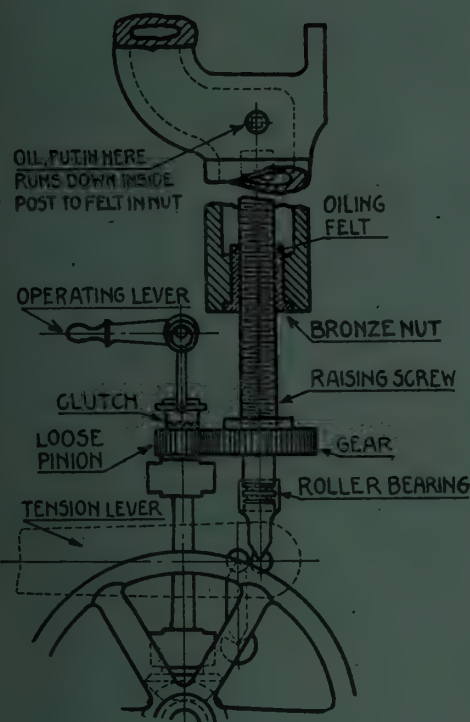
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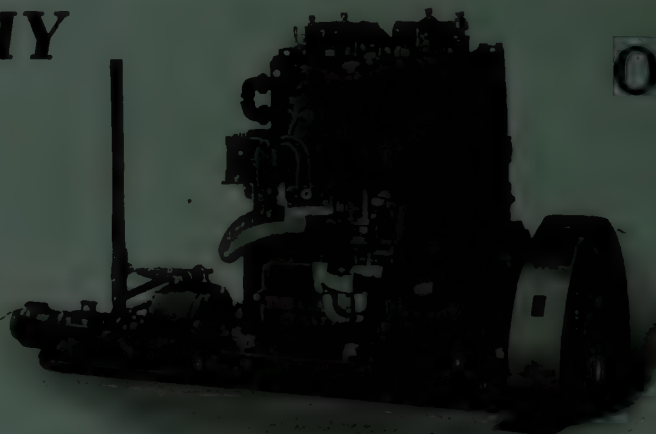
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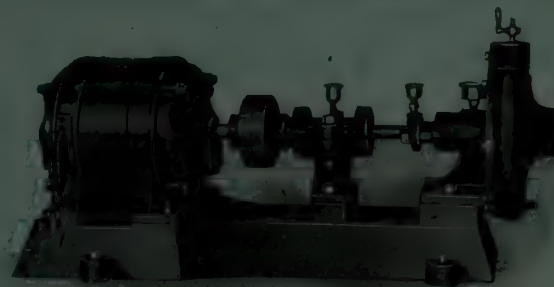
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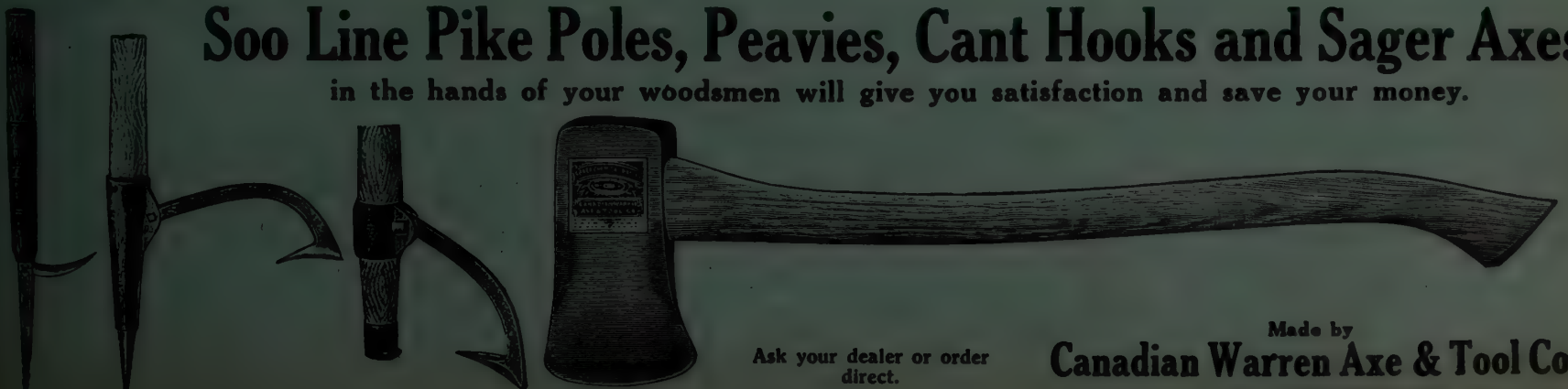
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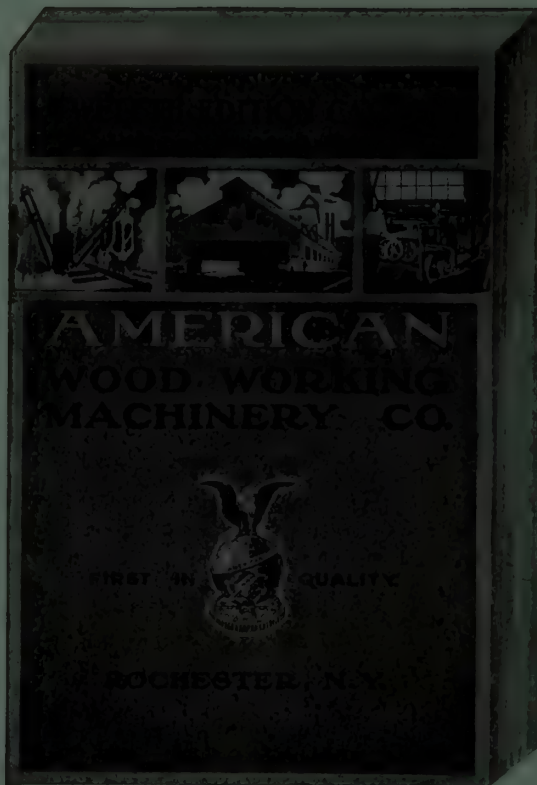
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2 x 8"	10/16'	3 x 8"	17/24'
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—14'	30,000'
—18'	20,000'

2 x 6"—12'	150,000'
—14'	80,000'
—16'	260,000'
—18'	50,000'
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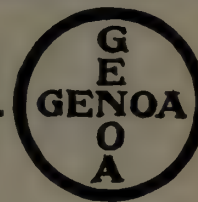
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We have large stocks for immediate shipment, with an up-to-date plant located on the east coast of Vancouver Island.

Our mills cut up to 85 foot lengths. We specialize on ship building material in the rough, and long timbers.

We are equipped for all classes of cargo shipment abroad and can make rail shipments to all usual points reached by C. P. R. or C. N. R.

GENOA BAY LUMBER CO., Genoa Bay, B.C.

Dealers in

Lumber, Lath, Cross Arms, Mouldings, Doors, Sash and Shingles

Telegraph Address, Duncan, B. C.

Code: A.B.C. 5th Edition

Phone 25 Duncan



Geo. Gordon & Co.

Limited

Cache Bay - Ont.

White and Red Pine

Stock on Hand for quick shipment

6 x 6- 12/16'	50,000	6 x 12- 12/16'	7,000'
8 x 10- 12/16'	30,000	8 x 12- 12/16'	14,000'
10 x 10- 12/16'	100,000	10 x 12- 12/16'	25,000'
4 x 12- 12/16'	60,000	12 x 12- 12/16'	150,000'

Complete assortment 1"- 2"- and 3" White Pine

WRITE US FOR PRICES

AN IDEAL LUMBER MILL



Running Continuously All the Year Round

Capacity, modern equipment, and shipment facilities are factors that combine to make the Fassett Lumber Mill one of the best in the country for quality and service.

We are now sawing hardwood and have five million feet of

**BIRCH, MAPLE
BASSWOOD, ELM
and ASH**

Put up on grade. Get in touch with us.

Large stocks of Hemlock and Spruce always on hand.

Fassett Lumber Company, Limited **FASSETT
QUEBEC**

Q U A L I T Y A N D S E R V I C E

About Filling Orders

We do all that is humanly possible to make every shipment right before it leaves the mill with the result that we have very few complaints.

We had a few last year; about one in every hundred cars shipped and these were adjusted promptly and satisfactorily.

We want you to know that if for any reason you have just cause for complaint we will make proper adjustment without argument.

We also want you to know that when you place an order with us you are going to get value, and lumber well manufactured and properly graded.

We would like to figure on your next order.

UNION LUMBER COMPANY, LIMITED

**701 DOMINION BANK BUILDING
TORONTO CANADA**

RUSH SHIPMENTS IF REQUIRED

A Choice Block of PINE

1 x 6	100,000 Ft B.M.	1 x 10	80,000 Ft. B.M.
1 x 7	160,000	1 x 12	20,000
1 x 8	250,000	2 x 4	15,000
1 x 9	160,000	2 x 8	25,000

48 in. No. 1 Pine Lath, 2,500,000.

48 in. No. 1 Spruce Lath, 640,000.

48 in. No. 3 Lath, 1,750,000.

32 in. No. 1 Pine and Spruce Lath, 1,300,000.

1918 Sawing.

All in our Yards at Nicholson, Ontario.

Prices on the entire block or a portion given on application.

Immediate shipment can be made

First class facilities for dressing in carload lots
after April 15th

Austin & Nicholson

CHAPLEAU, ONTARIO

Basswood

1 in., 1¼ in., 1½ in., 2 in., and 3 in.,
Dry Basswood

Dry Birch Stock

All thicknesses and grades in

Maple, Birch, Elm, Basswood and Brown Ash

Also Cottonwood, Tupelo, Gum, Magnolia
and Buckeye

Spruce, Hemlock and Pine

Can saw to order at MacDonald's Siding

Let us quote on your requirements

HART & McDONAGH

513-14-15 Continental Life Bldg. - TORONTO

SOUTHERN HARDWOODS

At Knoxville, Tenn.

SCENTED RED CEDAR

25,000 ft. 4/4 No. 1 Com. and Btr.

CHESTNUT

60,000 ft. 4/4 No. 1 Com. and Btr.
48,000 ft. 4/4 Sound Wormy.

PLAIN RED OAK

	1s & 2s	No. 1 Com.
4/4	34,000	40,000
6/4	9,000	18,000
8/4		58,000

PLAIN WHITE OAK

	1s & 2s	No. 1 Com.
4/4	6,000	
6/4	24,000	38,000
8/4	8,000	11,000
12/4	7,000	7,000

QUARTERED WHITE OAK

	1s & 2s	Clear Strips	No. 1 Com.
4/4	12,000	14,000	5,000

POPLAR

	1s & 2s	Saps	No. 1 Com.
4/4			23,000
6/4		6,000	163,000
8/4			14,000
12/4			40,000

WALNUT

4/4 Log Run	3,000
8/4 No. 2 Com.	17,000
12/4 No. 2 Com.	7,000
16/4 No. 2 Com.	7,000

At Fonde, Ky.

WHITE ASH

12,000 ft. 4/4 No. 2 Com. and Btr.
24,000 ft. 6/4 No. 2 Com. and Btr.
5,000 ft. 8/4 No. 2 Com. and Btr.

BASSWOOD

70,000 ft. 4/4 No. 2 Com. and Btr.

PLAIN WHITE OAK

	1s & 2s	No. 1 Com.
4/4	62,000	61,000
5/4	3,000	4,000
6/4	6,000	7,000
8/4	3,000	2,000
10/4	2,000	3,000
12/4	4,000	6,000

QUARTERED WHITE OAK

	1s & 2s	Clear Strips
4/4	26,000	9,000

POPLAR

	Saps	No. 1 Com.	No. 2 Com.
5/8	103,000	35,000	
4/4		30,000	100,000
5/4			8,000
6/4	3,000	68,000	52,000
8/4		8,000	
10/4		6,000	2,000
12/4		30,000	1,000

West Virginia Specials

BASSWOOD

6 cars 4/4 No. 2 Com. and Btr.

BEECH

4 cars 4/4 No. 1 Com. and Btr.
2 cars 5/4 No. 1 Com. and Btr.
3 cars 6/4 No. 1 Com. and Btr.

CHESTNUT

8 cars 4/4 1s and 2s and Selects
2 cars 5/4 1s and 2s and Selects
4 cars 6/4 1s and 2s and Selects
2 cars 8/4 1s and 2s and Selects
10 cars 4/4 No. 1 Com. and Btr. Wormy
4 cars 5/4 No. 1 Com. and Btr. Wormy
6 cars 6/4 No. 1 Com. and Btr. Wormy
2 cars 8/4 No. 1 Com. and Btr. Wormy
6 cars 4/4 1s and 2s Qtd. Wormy

PLAIN RED OAK

9 cars 4/4 No. 1 Com. and Btr.
2 cars 5/4 No. 1 Com. and Btr.
3 cars 6/4 No. 1 Com. and Btr.

PLAIN WHITE OAK

10 cars 4/4 No. 1 Com.
4 cars 5/4 No. 1 Com.
6 cars 6/4 No. 1 Com.
4 cars 8/4 No. 1 Com.

Solid or mixed cars direct from the mill

The Atlantic Lumber Company

310 MANNING CHAMBERS, TORONTO

"British Columbia Fir" TIMBERS

Rough Clears
Flooring, Ceiling and Finish

Alberta Lumber Co., Limited
VANCOUVER, B. C.

We Have To Offer:

1 Car 2 x 4—12' Mercantable Spruce
2 Cars 2 x 5—12' " "

Eastern Stock. 1917 Cut

50 M. ft. Edge Grain 1's & 2's Clear Fir Flooring
20 " " 1 x 6 & Up 8/16 Clear Western Spruce

Canada Lumber Co., Limited
WESTON, - ONT.

Fraser Bryson Lumber Co., Ltd.

Office, Castle Building
53 Queen St. Ottawa, Can.

Wholesale Lumber Dealers
and Selling Agents for

Fraser & Co.

Mills at

DESCHENES

QUEBEC

White Pine
Red Pine
Spruce
Lumber and Lath

Try a car of our Mill Run White Pine

It will satisfy you
and our prices are right

40,000 ft.	1 x 4	—10/16	Mill Run
30,000 ft.	1 x 6	—	" "
20,000 ft.	5/4 x 4	—	" "
10,000 ft.	5/4 x 5	—	" "
10,000 ft.	5/4 x 6	—	" "
30,000 ft.	2 x 6	—	" "
30,000 ft.	2 x 8	—	" "
10,000 ft.	2 x 10	—	" "
10,000 ft.	2 x 12	—	" "

Northern Spruce Flooring

10 cars 1 x 4—10/16 No. 1 Spruce D2S & CM

Write for special prices on the above.

The Long Lumber Co.
HAMILTON, ONTARIO

California White Pine
California Sugar Pine
and Arizona Soft Pine

Best Stock for Factory and Pattern Lumber

Ask **LOUIS WUICHET**

Room 716 Railway Exchange, CHICAGO, ILLINOIS

Milling in Transit

A Well Equipped Mill

C.P., G.T., & C.R. Railway Connections

Large Dry Kilns *Special Millwork*

J. R. Eaton & Sons, Limited
ORILLIA, ONT.

Davison Lumber & Manufacturing Co., Ltd.

Bridgewater, N. S.

THE LARGEST LUMBERING INDUSTRY IN NOVA SCOTIA

PRODUCTION 40 MILLION FEET PER ANNUM

Send us your enquiries for

**Spruce, Pine, Hemlock or Hardwood Lumber
Box Shooks and
Dry Pressed Baled Sulphite and Sulphate Pulp Chips**

OUR SPECIALTIES:

Nova Scotia White Spruce and Hardwood Flooring

We are equipped with everything appertaining to Modern Saw Milling and operate from the Woods to the finished product.

If you want something special quickly, try us. We will cut, dry, work and ship within a few days from receipt of order.

We are located on the main line of the Halifax and South Western Railway and on Tidewater.

We Operate:

A Double Band Mill at Springfield, N.S.,
A Rotary and Gang at Mill Village, N.S.
A Rotary and Gang at Bridgewater, N.S.,
A Planing Mill at Bridgewater, N.S.,

Capacity 120,000 ft. per day
" 40,000 ft. per day
" 80,000 ft. per day
" 100,000 ft. per day

A Box Shook Factory at Bridgewater, N.S., Capacity 50,000 ft. per day
A Dry Kiln at Bridgewater, N.S., " 100,000 ft. per day
A Chipping Mill at Bridgewater, N.S., " 100 cords per day
A Ground Wood Pulp Mill at Charleston, N.S., Capacity 40 tons Spruce Pulp per day.

PHONE: BRIDGEWATER 74

DUNFIELD & CO., Limited

Exporters of Nova Scotia and New Brunswick

***Spruce, Pine, Hemlock
and Hardwood***

in 1 in., 2 in., 3 in., 4 in.

Spruce Laths and Railway Ties

Head Office: 8 Prince St., Halifax, N.S.

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(Wholesale Only)

FIR TIMBER and Finish, CEDAR SHINGLES and Lumber

Transit Cars of the above always on the Road

Western Fir Doors

Sole Selling Agents for Eastern Canada for WHEELER OSGOOD CO., Tacoma, Wash.—Doors, Turned Stock etc.

Toronto Office: 510 Lumsden Building
Hugh A. Rose, Representative

Vancouver Office: 304 Pacific Building
Herbert C. Gordon, Representative

Your Chance to buy Saw Mill Machinery

Any or all of the following, from Wm. Peter estate—
first class condition

- 1 Steam Nigger, Waterous Co.
- 1 right hand Champion Edger (Waterous Co.), 48 inches, 3 stationary saws, 2 movable saws.
- 1 left hand Hamilton Edger, 54 inch, 4 stationary saws, 1 movable saw.
- 1 Engine, 14 x 20 slide valve, Payette fly-wheel, 5 ft. diameter, 30 in. face.
- 1 Engine, 11 x 18, slide valve, Inglis & Hunter fly-wheel, 6 ft. diameter, 16 in. face.
- 1 Patterson & Berryman Water Heater.
- Gordon Hollow Blast Blower, located in mill.
- 1 Ewart's Detachable Chain.
- Special Heavy Forged Chain, about 250 feet.

We have also on hand Live Roll Drives, Pulley, Gears, Shafting, in addition to Filing Equipment, etc.

W. L. HAIGHT, *Barrister*
PARRY SOUND, ONTARIO

Callander Saw Mills

Callander, Ontario

"All Forest Products"

Varied and High Class

White and Red Pine Hemlock Lumber and Lath Cedar Poles

Write for prices to—

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1873

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WHITE PINE
RED PINE **SPRUCE**

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Co. Limited**

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Wholesalers and Exporters of
FOREST PRODUCTS
180 St. James St. Montreal

Specialties:—

Spruce and Red Pine

Lake Lumber Co. Ltd.

Manufacturers of

Fir, Cedar, Hemlock, Spruce
QUALICUM QUALITY LUMBER

Rough Fir Timbers

Any size up to 60 feet long

Select Grades a Specialty

FIR PIPE and TANK STOCK

Market wanted for Rough Cedar Timbers
Inquire for prices

Office and Mills:

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WE ARE BUYERS OF
Hardwood Lumber
Handles

Staves Hoops
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James WEBSTER & Bro.
Limited

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SPECIALTIES

Sawed Hemlock
Red Cedar Shingles
White Pine Lath
Bass and Poplar Siding

James Gillespie

Pine and Hardwood

Lumber

Lath and Shingles

North Tonawanda, N. Y.

LUMBER

Midland Stock

White Pine

All Dimensions

At Your Service

Of a High Grade of Manufacture and taking a low freight rate to all Central and Western Ontario Points.

Write or Wire for Quotations

C. G. Anderson Lumber Company, Limited

Manufacturers and Strictly Wholesale
Dealers in Lumber

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**705 Excelsior Life Building
Toronto**

Timber Estimates

James W. Sewall

OLD TOWN. - MAINE

**Lumber, Lath
Flooring, Cedar
Poles and Posts
Railway Ties**

Doors, Windows, Archi-
traves and all kinds of Mill
Work, done by experts.

Ask for our prices and services
of our architect

J. P. DUPUIS, LTD.

592 Church Ave., Verdun, Montreal, P.Q.

Pulpwood of all kinds

Bought and Sold for Canadian or
American delivery.

Quotations furnished on request.

The Jost Company, Limited

Successors to
F. M. Jost & Co.

285 Beaver Hall Hill, MONTREAL

Robt. Coltart & Co.

Royal Liver Building

Liverpool - England

Agents for the sale of
Pine, Spruce and Hard-
woods. Correspondence
invited.

Cables—"COLTART" Liverpool

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Cable Address: Farnworth, Liverpool

**WOOD BROKERS
and MEASURERS**

2 Dale Street, Liverpool, and
Seaforth Road, Seaforth, Liverpool,
England

SAW MILL MACHINERY

Firstbrook Bros.
Limited

Having decided to discontinue saw mill operations at Penetang have the following machinery for sale. This machinery is all in operating condition and is open for inspection at Penetang, Ont.

Mill Machinery

Extra heavy log haul-up works with inch round and flat chain, 128 ft. centres.
2—Waterous log unloaders or kickers, 3 arms, 10 in. cylinders.
1—Waterous log loader, 3 arms, 10-in. cylinders.
1—Waterous right-hand double cutting band mill, 11 in. saws, 8 ft. wheel, with 3-block carriage; 24 in. opening; Payette set works and dogs; 8 in. x 36 ft. steam feed.
1—Waterous double edger for 20-inch saws, lever shifter.
1—Payette double edger for 18-in. saws, lever shifter.
48—live rolls about 8 ft. long by 10 in. dia.; extra heavy, sprocket drive.
20—High cars with roller tops, 24 in. heavy wheels on 3 in. axles, standard gauge.
1—Merston 4 saw gang resaw, takes squared cants or just one face, ideal machine to cut small logs and centres of large after good has been taken off.
1—Payette picket machine, made specially for shade roller stock, will feed pieces 16 in. long, also sorting table with chain top.
1—Rogers Iron Works circular resaw for making box lumber from slabs; fool-proof machine.
1—Payette edger for box and short stock.
1—Rogers twin circular or tie maker.
1—Payette lath bolter and lath machine.
1—Pair lath trimmers.
1—Picket trimmer (bunch trim).
Conveyor drives and chains.
Pulleys, gears, heavy line shafting and countershafting with bearings.
Send us your requirements.
We have a large stock of double and triple leather belting in widths from 10 in. to 48 in.

Power House Equipment

3—Return Tubular Boilers, Goldie McCulloch make, 66 x 16, Dutch oven settings, 85 lbs. steam allowance Ontario Government.
Breeching and smoke stack for above boilers, 50 in. dia., newly painted, 600 ft. new 1/4-in. guy and plate for brick pier.
1—Northey boiler feed pump, outside packed, 8 in. x 5 in. x 12 in., for 3 in. suction pipe.
1—Pair Polson "Brown" type engines, coupled on quarters, 22 in. x 50 in., with 16 ft. x 48 in. belt, balance wheel. Excellent engines.
1—Pair American feed water heaters for above engines; 10 in., copper coils.

Filing Equipment

1—Waterous band saw grinder for 6 in. saws.
1—Baldwin retooter for band saws.
1—Wm. Hamilton band saw shear, 12".
2—Reversible saw levelling blocks.
2—Chilled band saw anvils.
Hanchet band saw swages; Crescent circular saw swages; shapers and dressers.

Yard Equipment

Booms and boom chains, 1/2, 3/4 & 1. Winches and other mill supplies.

Prompt shipments and bargains for quick sale. Will send all particulars and prices on application.

Firstbrook Bros.
Limited
Penetang, Ont.

"WELL BOUGHT IS HALF SOLD"

SPECIAL

Merchantable Spruce

One Year in Pile

30 M' 2 x 3, 10/20'

113 " 2 x 4 "

26 " 2 x 5 "

82 " 2 x 6 "

43 " 2 x 8 "

10 " 2 x 10 "

5 " 1 x 3/up "

Can dress at shipping point.

Will sell in block
or car-lots.

Canadian General Lumber Co.

Limited

FOREST PRODUCTS

TORONTO OFFICE:—712-20 Bank of Hamilton Bldg.

Montreal Office:—203 McGill Bldg.

Mills: Byng Inlet, Ont.

PETRIE'S LIST of NEW and USED WOOD TOOLS

for Immediate Delivery

Wood Lathes

20" Sidney, Famous
16" Canada Machinery Corporation.
16" Cowan.
16" Sidney, Famous, patternmakers.
14" Sidney, Famous.

Band Saws

36" MacGregor-Gourlay, circular resaw.
36" West Side, pedestal.
30" Cowan, bracket.
30" Goldie & McCulloch, bracket.
30" Ideal, pedestal (3).
27" Sidney, pedestal.
20" Sidney, pedestal.

Saw Tables

No. 2 Sidney, Famous, variety.
No. 2 Crescent, combination.
Ballantine variable power feed rip
Fisher, iron frame rip.
MacGregor-Gourlay power feed cut-off.
Greenlee automatic cut-off.
7' Fay, swing saw.
4 1/2' wood frame, swing.
Vaughan, portable drag saw.
Champion, drag saw.
No. 4 Canadian, airmotor, pole saw.

Planers

30" Whitney pattern single surfacer.
26" double surfacer, with chip breaker.
24" Hermance, double surfacer.
24" Sidney, Famous, single surfacer.
24" MacGregor-Gourlay.
24" Champion planer and matcher, with moulding attachment.
24" Galt, planer and matcher.
18" Sidney, Famous, single surfacer.
16" Buzz, with slotted head.

Moulders

13" Clark-Demill four side.
12" Cowan four side.
12" Woods, four-side, inside.
10" Houston four side.
8" Dundas four side.
6" Cowan four side.
6" Dundas sash sticker.

Mortisers

Cowan, upright power.
Galt, upright, compound table.
No. 1 MacGregor-Gourlay upright.
No. 5 New Britain chain.
Fay, upright, boring attachment.
No. 2 Smart, foot power.
No. 1 Smart, foot power.

Clothespin Machinery

Humphrey automatic lathes (6).
Humphrey double slotters (3).

Miscellaneous

No. 30 Sidney, universal woodworker.
No. 8 Sidney, post boring machine.
No. 7 Sidney, post boring machine.
No. 100 Galt, post boring machine.
No. 920 C.M.C. post boring machines (2).
Fay, single spindle, boring machine.
Cowan moulder and panel raiser.
MacGregor Gourlay 12 spindle dove-tailer.
Fay & Egan 12 spindle dovetailer.
No. 1 Ballantine dowel machine.
12" Canada Mach. Corp. sander.
24" Fay, double drum.
No. 2 Defiance belt sander.
Egan sash and door tenoner.
M135 Cowan, sash and door relisher.
2-spindle Cant-Gourlay shaper.
No. 1 Defiance, axle shoulder shaper.
Superior saw arbors, 6"-30" saws (7).
M63 Cowan spindle carver.
Hall, automatic shingle machine.
Boss automatic shingle machine.
No. 2 Dominion, lath machine & bolter.
No. 3 Defiance, rim and fellow round-ing machine.
No. 1 Defiance, automatic, spoke driver.
8' Linderman, automatic, glue jointer.
8' McKeough & Trotter, hoop cutter.
No. 2 Reynolds, power screw driver.

Ask to see our large stock of used supplies—belting, pulleys, machine shop equipment, mill supplies, pipe and fittings. This material is as good as new and can be bought at greatly reduced prices.

H. W. PETRIE, LTD.
Front St. W., TORONTO, ONT.

Watson & Todd Limited

OTTAWA

1" to 3" WHITE PINE
All Grades and Widths
1" to 6" NORWAY

Registered



Trade Mark

Export Trade
Our Specialty

Registered



Trade Mark

The Harris Tie & Timber Co.

Ottawa Limited Canada

Lumber - Lath - Shingles
Cedar Poles and Posts
Railway Ties - - Piles

KEEWATIN LUMBER CO., LTD.

Manufacturers of White and Red Pine, Spruce and Poplar Lumber, Boxes, Shooks, Lath and Ties.

Dry White Pine Uppers and Factory Plank
Dry White Pine Common Boards
Also BOX and CRATING STOCK
in PINE, SPRUCE and POPLAR

Saw Mills, Planing Mills and Box Factories at
Keewatin and Kenora, Ontario

Correspondence solicited

General Office - KEEWATIN, ONTARIO

Get Our Special Prices on White Pine, Norway and Spruce

SPECIALS FOR MARCH

No. 1 and No. 2 White Pine Lath, mixed.
No. 3 Lath.

Dry Stock Ready for Shipment

JAMES G. CANE & CO., 411 McKinnon Building
TORONTO, ONTARIO

STRATFORD OAKUM

Quality Guaranteed

Jersey City and Everywhere

GEO. STRATFORD OAKUM CO.

165 Cornelison Ave. - - JERSEY CITY, U.S.A.

Canadian Hardwoods

In Dry and New Stock

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Band Sawn CHESTNUT, Red and Sap GUM

Plain and Quartered Oak, All Grades and Thicknesses

May we Quote Prices for Immediate Delivery

Pedwell Hardwood Lumber Co.
79 Spadina Ave. - - TORONTO

F. N. WALDIE, President.

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The Victoria Harbor Lumber Co., Ltd.

Manufacturers of

Lumber, Lath and Shingles

Mills at Victoria Harbor, Ont.

HEAD OFFICE,
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MANUFACTURERS

Spruce, Tamarack, Whitewood, Poplar Lumber

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Flooring and Other Dressed Spruce in Stock

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Mills: JACKSONBORO, ONT.
On Transcontinental Ry.

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Phone Main 948

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Special
Sawing
for
U.S. Trade

WHOLESALE LUMBER

Spruce
Deals
for
Export

180 St. James Street
MONTREAL

Shingles are scarce, and we have the following few cars yet to offer:

540 M "Extra" Cedar Shingles New Brunswick district.
400 M "Clears"
800 M "2nd Clears"
125 M "Clear White"
200 M "Extra No. 1"
10 Cars 1" 1/2 Spruce Laths Mill Run.

We can take your order for mixed cars. Write for quotations at once, as we desire to clean out these lots before the 15th of this month.

John I. Shafer Hardwood Co.

SOUTH BEND, IND.

Partial Inventory

White Ash

2 " FAS & No. 1 Com. 31000'
2 1/2" FAS & No. 1 Com. 15612'
3 " FAS & No. 1 Com. 16400'

Soft Elm

2 " FAS & No. 1 Com. 25500'
2 1/2" FAS & No. 1 Com. 45000'
3 " FAS & No. 1 Com. 64516'

Hard Maple

2 " FAS & No. 1 Com. 43321'
2 1/2" FAS & No. 1 Com. 99810'
3 " FAS & No. 1 Com. 25744'

Plain Oak

2 " FAS & No. 1 Com. 175650'
2 1/2" FAS & No. 1 Com. 55515'
3 " FAS & No. 1 Com. 160326'
4 " FAS & No. 1 Com. 55000'

Standing Timber

in Large or Small Blocks

FOR SALE

THE undersigned offer for sale, in large or small blocks all their remaining timber lands and town property situated in the town of Parry Sound, Ont.

We have sold quite a number of timber parcels but still have some good bargains left in Townships of McDougall, Foley, McKellar, Monteith, Carling, Christie, McConkey, Mills, Allen, Secord, Falconbridge and Street.

Special Prices

Special bargains in the Townships of Falconbridge and Street for small mills.

The Parry Sound Lumber Co.

26 Ernest Ave.

Limited

Toronto, Canada



WE ARE CUTTING LOGS LIKE THESE EVERY DAY—ANY LENGTH UP TO 120 FEET—WE LOG AND MANUFACTURE OUR OWN TIMBER—CAPACITY 80,000 FEET

Our Specialties:

Long Fir Timber—Planking Decking

Cutting orders for 2" in long lengths either Common or Clear (obtained as side cut).

Planer capacity 6" x 30". We do not operate dry kiln, but can arrange to air-dry in our yard to requirements.

Our Mill is on Canadian Pacific Railway with Rail Connection (Five Miles) to Tidewater on Alberni Canal, Navigable for all Vessels

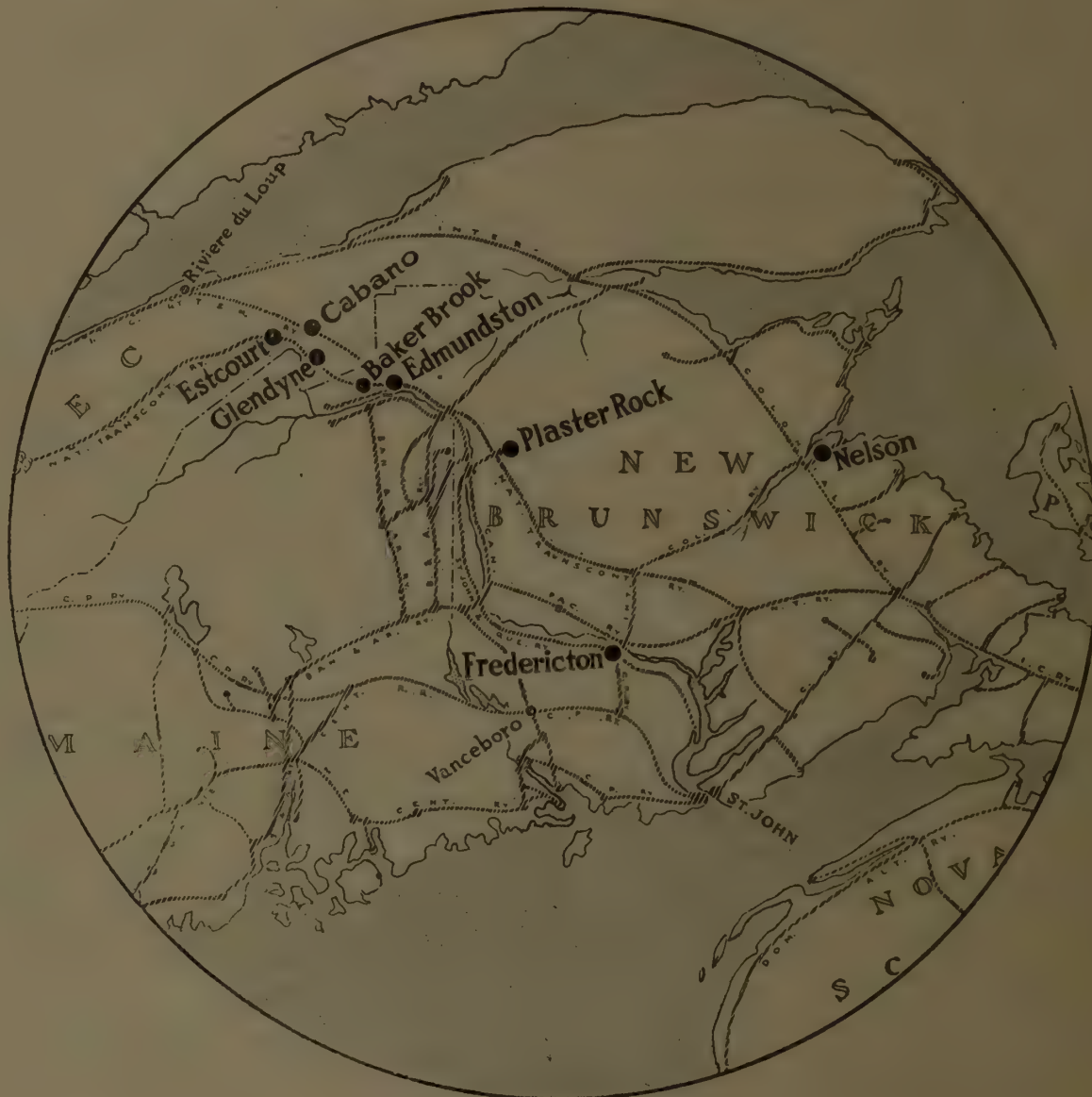
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Cable Address: Bainbridge, B.C. Telephone and Postal Service at Bainbridge

FRASER COMPANIES, Limited

Bleached Sulphite Pulp Mill. Saw Mill (all Band Saw Mills). Shingle Mills.

HERE THEY ARE ON THE MAP



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Cabano, Que.	Temiscouata Ry.	Baker Brook, N. B.	C. G. Ry., Temiscouata Ry.
Glendyne, Que.	C. G. Ry.	Plaster Rock, N. B.	C. P. Ry.
Estcourt, Que.	C. G. Ry.	Fredericton, N. B.	C. P. Ry. and C. G. Ry.
Edmundston, N. B.	C.P.R., C.G.R. and Temiscouata Ry.	Nelson, - N. B.	C. G. Ry.
Bleached Sulphite Mill, Edmundston, N. B.			Railway Connection, C.P.R., C.G.R. and Temiscouata Ry.

Bleached Sulphite. Rough and Dressed Spruce. White Cedar Shingles. Railway Ties
Piano Sounding Board Stock a Specialty.

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Piled on our Buffalo Yard ready for Immediate Shipment

	5/8"-7/8"	1"	CHESTNUT	1 1/4"	1 1/2"	2"	2 1/2"	3"	4"
1st and 2nds	1,000'	45,000'	15,000'	14,000'	37,200'	12,000'	10,000'	3,500'	
No. 1 Com.	3,000'	30,000'	42,000'	34,000'	55,000'	10,000'	8,000'	3,000'	
No. 2 Com.		19,000'	2,000'	2,500'	8,000'	1,200'	1,800'	200'	
			CYPRESS						
1st and 2nds		24,000'	44,000'	27,000'	27,000'	32,000'	400'	3,000'	
Selects		44,000'	55,000'	15,000'	72,000'	24,000'	34,000'	12,000'	
No. 1 Shop		13,000'	200'	700'	2,200'	2,400'	500'	3,500'	
			HARD MAPLE						
1st and 2nds	1,000'	30,000'	30,000'	10,000'	90,000'	13,000'	15,000'	14,000'	
No. 1 Com.	3,500'	118,000'	14,000'	82,000'	183,000'	63,000'	60,000'	33,000'	
No. 2 Com.		12,000'	4,600'	5,200'	24,000'	2,000'	26,000'	14,000'	
			SOFT MAPLE						
1st and 2nds	2,000'	14,000'	1,800'	8,000'	30,000'	23,000'	20,000'	2,800'	
No. 1 Com.	1,000'	17,000'	1,300'	5,400'	2,000'	3,500'	30,000'	2,900'	
No. 2 Com.		1,500'	700'	1,000'	11,000'	1,300'	12,000'		
			PLAIN RED OAK						
1st and 2nds	4,200'	69,000'	20,000'	30,000'	57,000'	69,000'	33,000'	24,000'	
No. 1 Com.	7,000'	84,000'	44,000'	36,000'	130,000'	58,000'	26,000'	15,000'	
No. 2 Com.		53,000'	1,400'	3,000'	14,000'	14,000'	8,000'	1,300'	
			PLAIN WHITE OAK						
1st and 2nds	2,600'	17,000'	13,000'	8,500'	47,000'	37,000'	34,000'	12,000'	
No. 1 Com.	4,000'	64,000'	20,000'	20,000'	172,000'	210,000'	195,000'	56,000'	
No. 2 Com.		56,000'	3,500'	1,000'	50,000'	16,000'	36,000'	2,000'	

IMPLEMENT GRADE WHITE OAK (free of heart)

60,000 ft. 1 1/4 in. 100,000 ft. 2 in. 100,000 ft. 2 1/2 in. 100,000 ft. 3 in. 45,000 ft. 4 in.

SOUND SQUARE EDGED WHITE OAK

About 400,000 ft. 2 in. and 3 in. x 6-8-10-12 in. and up to 10 in. x 10 in.

We also carry a nice stock of Ash, Basswood, Cherry, Gum, Hickory, Quartered Oak, Poplar, or Whitewood, Crating, etc.

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3 cars 1 in. No. 1 Com. W. Ash.
 1 car 1 1/2 in. No. 1 Com. W. Ash.
 1 car 1 1/2 in. No. 1 Com. W. Ash.
 1 car 2 in. No. 1 Com. W. Ash.
 1 car 1 1/2 in. No. 2 Com. W. Ash.
 1 car 3 in. No. 2 Com. W. Ash.
 1 car 1 1/2 in. 1st and 2nds Bass.
 1 car 2 in. 1st and 2nds Bass.
 2 cars 1 in. No. 1 Com. Bass.
 2 cars 1 1/2 in. No. 1 Com. Bass.
 3 cars 1 in. No. 2 Com. Bass.
 1 car 1 1/2 in. No. 2 Com. Bass.
 1 car 1 1/2 in. No. 1 Com. Beech.
 1 car 1 in. 1st and 2nds on one face Cherry.
 1 car 1 in. No. 1 Com. Walnut.
 1 car 1 in. No. 2 Com. Walnut.
 1 car 1 in. 1st and 2nds R. Gum.
 1 car 1 1/2 in. 1st and 2nds R. Gum.
 1 car 1 1/2 in. 1st and 2nds R. Gum.
 1 car 2 in. 1st and 2nds R. Gum.
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THE MARK ON QUALITY LUMBER

Readers are being told why our trade-mark stands for service and uniform high quality. They are being told about our capacity, ability and equipment to produce good lumber; our care in manufacture, grading, piling, drying, storage and shipment. And every advertisement carries this line, "Ask your dealer for Long-Bell brand."

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Laths - Shingles - Ties

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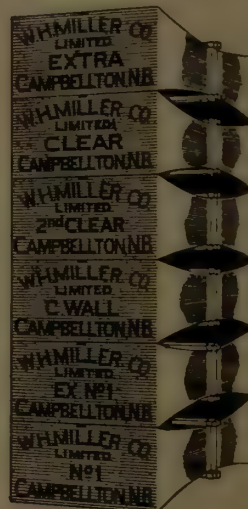
Kiln Dried, Soft, Short Leaf Kind

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Also OAK, ASH, POPLAR, GUM

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We also manufacture

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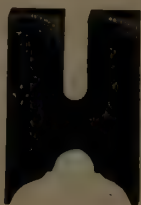
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of the
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to be published this Month

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Your interests are also the interests of the publishers of the "CANADA LUMBERMAN." Let's all work together to make this Export and Directory Number adequately representative of Canada's lumber industry.

FIRST FORMS will go to press at an early date. If you have not already ordered space why not do so to-day?

***Do Not Fail to be Prominently Represented in this International
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Great Northern Building, Chicago
Tribune Building, New York
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— TEAR OFF HERE —

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Yours very truly,

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AND

British Columbia Red Cedar

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Ship Timbers

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and the quality of our stock is absolutely dependable.
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Rough 1" - 6 to 12" wide
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Dry, sawn full for Eastern trade

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Prompt Service

We have a large stock of

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They do not crack and are tempered just right.

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**WRITE OR WIRE US AT OUR
EXPENSE—TODAY**

**LONG CLEAR BACON
BARRELED PORK
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"PEERLESS" SHORTENING
MINCEMEAT, ETC.**

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TORONTO

WINNIPEG

Canada Lumberman and Wood-Worker

Issued on the 1st and 15th of every month by

HUGH C. MACLEAN, LIMITED, Publishers

HUGH C. MacLEAN, Winnipeg, President.

THOS. S. YOUNG, Toronto, General Manager.

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TERMS OF SUBSCRIPTION

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Single copies 15 cents.

"The Canada Lumberman and Woodworker" is published in the interest of, and reaches regularly, persons engaged in the lumber, woodworking and allied industries in every part of Canada. It aims at giving full and timely information on all subjects touching these interests, and invites free discussion by its readers.

Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

Authorized by the Postmaster-General for Canada, for transmission as second-class matter.

Entered as second-class matter July 18th, 1914, at the Postoffice at Buffalo, N.Y., under the Act of Congress of March 3, 1879.

Vol. 39

Toronto, April 1, 1919

No. 7

The Export Business is What is Needed by Canada

The export situation is engaging the attention of the Canadian lumber industry to a greater degree than ever in view of rapid developments and changes in conditions overseas. That there is now complete freedom for the trade in Great Britain and that government control has ceased—after a number of years, should have the effect of stimulating activity generally and result in business getting back to a normal basis. The old economic law of supply and demand once more prevails abroad.

In regard to the export outlook the announcement that all import restrictions have been removed in the United Kingdom, with one or two exceptions, now shows that reconstruction in industrial affairs is getting under way and things are moving expeditiously. The only stipulation now in shipments to the Old Country is that the British authorities require as evidence of origin a sworn declaration on the invoice that the goods are produced in or are the manufacture of a British Dominion. Gratifying news has been received of a large overseas order being placed with the B. C. mills for a quantity of stock which will relieve the present situation on the Coast and cause a revival of industrial activity at a time when the outlook was not particularly reassuring.

In surveying the horizon the features already referred to are encouraging, but there are a number of deterrent factors which require instant attention if Eastern Canada is going to secure her proper share of the business placed for building material in Great Britain and Europe. So far there has been little or nothing done in regard to adequate ocean going transportation or the regulation of rates. The Federal government does not appear to have been as alert as it might be in this connection and, in view of the rapidly changing events and the vigilant moves made on the part of other countries the administration should be up and doing.

A number of members of the industry consider that the government has not "made good" as it has done practically nothing up to the present to bring ocean freight rates down to a level that would allow Canada to compete in the wood products line with other countries in the export trade. Unless some efficient move is inaugurated at once to govern ocean freight rates in a similar manner in which railway freight tariffs are controlled there does not appear to be any alluring prospect of the Dominion securing sufficient foreign business in constructional material to tide the industry over from a war basis to a peace footing.

This fact has been brought home recently through the members of the Canadian Timber Products Association. As reported in these columns recently, an order was secured from the French government amounting to practically \$7,000,000 and calling for the construction and delivery of 10,000 portable houses to France and Belgium. This large contract will require about 50,000,000 feet of lumber and would keep the woodworking industries of the Dominion busy at a time when there are comparatively few big jobs in sight. Its stimulating and beneficial effect would be far reaching and the only barrier in the way is that of excessive freight rates. If the latter were reduced to a point of twenty-five cents per cubic foot this large business could be handled by Canadian firms. Although negotiations have been proceeding for some time and many interviews have been held with the Federal authorities, nothing concrete has been accomplished in the way of a freight rate being guaranteed that will be sufficiently attractive to close successfully this huge deal.

Energetic steps have been taken to get the Canadian government to provide transportation at reasonable prices. The acting Prime Minister and Minister of Marine have been approached with this end in view. Various boards of trade and the Ontario Provincial Government have taken the matter up with the Federal authorities, and it is hoped that they will be successful, so that this important order can be obtained by our manufacturers, and not go to Swedish or U. S. competitors.

Individual effort cannot accomplish much. United endeavor can effect a great deal more, but even the cumulative result of concerted action cannot always bring about what is desirable in the best interests of a great national industry like the lumber business. It is necessary that the government should step in and come to the assistance of some undertakings and especially at this juncture. This is particularly urgent in matters of transportation and, unless there is some practical and effective work on the part of the government in lending aid in the way of ocean carriage, this heavy order, which should revert to Canada, is likely to be lost.

“More Efficient Protection of Our Timber”

There Must be Improved Methods and Appliances in Safeguarding Canada's Wooded Wealth—Possibilities of Adequate Air Service Discussed

By J. B. Harkin, Ottawa, Ont., Commissioner, Dominion Parks Branch

What appears to be most wanted in connection with forest fire protection is an intensive application of practical imagination to the various problems that forest protection presents. Practical imagination has been applied to a thousand, yes, a million other problems, and to this fact we owe all the great material advancements of the age. Before we had wireless telegraphy or aeroplanes or automobiles some one had to visualize them and then apply energy and intelligence to make them realities. What we need in forest work is someone with practical imagination to visualize the fireless forest.

The fireless forest, or at least its practical equivalent, will be a reality only when we have greatly improved our methods and appliances for putting out fires. It seems to me the greatest weakness of our fire protective systems is in our methods of putting out fires. Aside from the portable gasoline fire engine developed a few years ago by Dominion Government officials, forest fires, once they are going, are fought practically as they were fought a hundred years ago. City fires are not fought with the appliances of one hundred years ago. So many people were directly interested in the protection of property in cities that it became obvious to the men of practical imagination that the public would reward them for any new and efficient appliances for city fire fighting and, consequently, we have all the wonderful equipment of the modern city fire department. All this equipment means that where there is a need on the part of the public so insistent that the public will gladly spend its money to meet the need some one applies his genius to supply the need.

There can be no doubt as to the need of improved equipment for forest fighting. There is grave doubt, however, as to whether the development of such equipment offers a field for exceptional commercial rewards and, on that account, there is probably little hope of this subject engaging the attention of the swarm of inventors that attack the innumerable problems and propositions which concern the people in the mass and which, on that account, bring substantial financial rewards to the successful inventor.

What Vigilant Committees Could Do

There is a comparatively small—but devoted—body of men concerned in forest protection. The bulk of these are devoting their time and energy to the cause primarily because they know the cause to worth while. Their reward is mainly in a sense of accomplishment of something worth while for the nation. It is certainly not in the form of financial returns. With circumstances as they are, it seems to me the chief hope for development on the all-important line of fire extinguishing, is for those who are concerned in forest work to develop a small committee or organization charged with the duty of actively working on these lines. As a matter of fact such an organization is now being developed. I consider the Committee should specialize on the development of fire fighting equipment. That should be its chief concern, but there are other features of forest work—for instance, methods and appliances for promptly discovering fires which will, as a matter of course, occupy its attention as well. Such a committee can work in a variety of ways. At the outset it will have substantial value as a clearing house for ideas. There are men in low places and in high places in forest work who, from time to time, get a new idea which, they believe, will be valuable in fire work. It is not always possible for them to develop the idea into a reality; they have the imagination but not the facilities or perhaps the faculty of crystallizing the vision into the material. Here is where such a committee would prove of real value.

There is another line of work. A committee of this kind could maintain a continuous survey of all developments in the applied sciences, ever with the object in mind of applying any new developments to forest fire work. For instance, an inventor may devise a new type of gasoline engine for automobiles or a new type of pump for domestic purposes and a committee interested in forest work might immediately see what the inventors would not dream of—viz.: linking up the two and getting a new forest fire engine of greatly improved efficiency. In the field of chemical research, there are corresponding opportunities.

In short, my contention is that if forest fire equipment does not offer a field attractive enough to induce the man with practical im-

agination to work in, then the next best thing is for those people who are concerned in forest work to see what this man is doing in other fields and promptly adjust and apply his inventions to forest needs.

Instituting an Aerial Patrol in Canada

The Dominion Parks service expects it will sooner or later have an air service in connection with forest fires. Whether the service will consist of aeroplanes or dirigibles is a matter on which there is still an open mind. The dirigible has perhaps, never been publicly mentioned in connection with forest fire work, but it has many advantages and some disadvantages as compared with heavier than air machines which necessitate careful consideration before a final decision is reached. Either type of machine promises to be very expensive—much more expensive than most people realize. And a careful weighing as to the largely increased warden service that could be got from the amount involved in the development, operation and maintenance of an air service, will, I fear, show up many weaknesses to those now enthusiastic for air craft. But that is another story. I have said that we in the Parks service believe that sooner or later air craft will be found in all forest fire services. As we plan it out, we look to the air craft to improve efficiency—not to reduce expenditure—by dispensing with wardens. In fact, I cannot at present see much hope of utilizing air craft without largely increasing expenditure.

It is obvious that aircraft will greatly facilitate the prompt discovery of forest fires. The next step is to reach the fires quickly and put them out. Occasionally aeroplanes might be able to land fire fighters near a fire, but, aside from the difficulty of inducing the average man to go up in an aeroplane, there is the outstanding fact that landing places cannot be found very frequently in the average timbered country. (Right here might be mentioned one important advantage of the dirigible—it can land people at almost any point). Under the circumstances, it seems to me that to take full advantage of the prompt discovery of fires by aeroplanes it is essential that wardens be located at strategic points throughout the fire season. With the warden stations equipped with wireless, the air pilot can wireless to them the exact location of a fire and the warden nearest it can then immediately proceed to the fire. Thus both a large warden service and wireless equipment throughout seem essential to the full realization of the advantages aerial discovery of fires offer.

Bombing Forest Fires With Gas Bombs

There are good grounds for hoping that aircraft will prove useful in actual fire fighting. Personally, I have great confidence in the idea that gas will soon be used in fire fighting. Everyone knows that smothering gases are very efficient in fire extinction. This is the basic idea of all fire extinguishers. It is all important, if gas is to be used for forest fires that a material be developed exceedingly light in weight and small in bulk which at the same time will produce a huge volume of gas. When such a material is developed air-craft would offer an ideal method of using it in fire work. In short, the idea is that one of the coming methods of fighting forest fires will be to bomb the fire with gas bombs from aircraft. When this is brought about aircraft will constitute probably the most important unit in forest fire equipment.

In reference to the employment of gas there is no doubt that if the material is light enough and compact enough, it will be used on the ground as well as from aircraft. With the draft that there is in every forest fire, gas evolved at the edge of a fire would be swept into the flames. If it would not put out the fire entirely it would, at least, greatly reduce it, and facilitate complete extinguishment by water and other means.

It is admitted that forests are worth while protecting and that fire is the greatest menace. Necessary as prompt discovery is, discovery itself is not enough. There must be increased efficiency in the actual fighting of fires. It, therefore, follows that improved methods and appliances must be devised. And this can be brought about only by the application of alert and practical imagination to the problem. It seems to me that everyone concerned in forest protection should ask himself every time he hears or sees a new idea in the applied sciences, can this be applied to forest protection work?

Number of Accidents in Lumbering Increase

Workmen's Compensation and Assessments in Ontario for 1918—Logging Rate Same for 1919 but Saw Mill Assessment is Advanced

By S. Price, Chairman Workmen's Compensation Board for Ontario

The completion of the annual tabulation by The Workmen's Compensation Board shows the accident experience for 1918 in the lumber industry to be somewhat worse than for the previous year. The total amount of compensation and medical aid for the year (including estimates for claims not completely disposed of) is \$229,716.61. The total amount of assessments (including estimated adjustments) is \$205,569.44. These figures show a deficit of \$24,147.17, but there is a surplus of \$51,882.53 carried forward from previous years, the amount of this being slightly larger than was estimated in last year's provisional statement.

The figures for the respective rate groups within the lumbermen's class, Class 1 of Schedule 1 of the Act, are as follows:

	Receipts.	Expenditures.	Balance
Lumbering (including woods operations, logging, rafting, etc)	\$97,240.88	\$100,813.23	\$3,572.35
Saw mills, shingle mills, and lath mills....	104,542.53	126,248.22	21,705.69
Cooperage stock.....	2,184.49	1,962.49	222.00
Veneer and excelsior	1,043.47	602.91	440.56
Wood preservation	558.07	89.76	468.31
Totals.....	\$205,569.44	\$229,716.61	\$24,147.17

Accidents, Medical Aid and Compensation

At the close of the year the accident figures are always, of course, very incomplete, some of the accidents happening during the year not having been reported, and a large number of others not being finally disposed of, the disability still continuing and the nature and extent of the permanent impairment, if any, not yet being known. The following figures, however, for the accidents happening during 1918, which had on 31st December been finally disposed of, may be of interest:

	Number of Cases	Amount of Medical Aid	Amount of Compensation
Medical aid only	212	\$2,223.35	
Temporary disability—			
Medical aid only	212	\$2,223.35	
Medical Aid and Compensation	831	13,101.30	\$32,736.32
Compensation only	26		1,290.56
Permanent disability—			
Medical aid and compensation	67	2,265.50	36,598.12
Compensation only	2		567.92
Death—			
Burial only	6		449.00
Burial and medical aid	2	100.50	145.35
Burial and compensation only	1		4,114.66
Burial, compensation, and medical aid	11	44.50	30,146.28
Compensation and medical aid	2	21.00	2,390.10

It may be interesting to note that the cost of medical aid in the lumber industry was about 15 per cent. of the amount of compensation. The proportionate cost of medical aid for all industries was about 14 per cent. The medical aid allowances, as the Act now stands, cover only the first month's disability. A schedule of doctors' fees has been adopted by the Board and has been approved by The College of Physicians and Surgeons of Ontario, which is the governing body of the medical profession.

Merit Rating System Into Effect

In response to the request of a number of employers a system of merit rating was put into operation during the year 1918, being applied to the prior year's operations. Under this there were in the lumbermen's class 164 merit rating refunds, amounting in all to \$4,756.82, and 128 merit rating charges, amounting in all to \$8,962.76. The total number of merit rating refunds for all Schedule 1 industries were 3,497, amounting in all to \$154,278.39, and the total number of merit rating charges were 1,020, amounting in all to \$99,322.88. A circular explaining the system was mailed with each merit rating notice and will be mailed by the Board to any other employer requesting it. As pointed out in the circular, the plan adopted is only tentative, and the Board will welcome comments or suggestions from employers concerning the matter.

Saw Mill Rates Increased Ten Cents

The adjusted rates for 1918 and the provisional rates for 1919 have been fixed as follows—logging, \$1.20, which is the same as the provisional rate for 1918, and saw mills, \$1.60, which is an increase of ten cents upon the provisional rate for 1918. At the end of the present year, of course, the provisional rates for 1919 will be reconsidered and adjusted as the experience warrants. It will be noted that the Ontario rates are very low in comparison with those of other

places. According to the official rate manuals for 1918 the rates in the adjoining States are as follows:

	Ohio	Michigan	New York	Pennsylvania	Wisconsin
Logging.....	\$2.50	\$4.92	\$9.60	\$4.35	\$6.18
Saw mills	3.85	4.50	10.02	4.16	5.65

The rates for other provinces of the Dominion are as follows:

	New Brunswick	Nova Scotia	British Columbia
Logging	\$2.00	\$3.00	\$3.00
Saw mills	2.50	3.00	2.20

It should be mentioned, however, that in British Columbia the system differs from that of Ontario, in that calls are made as required and the actual burden of rates depends upon the number of calls made.

The Restoration of Ontario Forests

"An Old Woodman" writing to the press on the depletion of the forests points out some interesting facts in the following letter:

Few people in this province realize how soon Ontario's timber resources will be exhausted. If they did they would give more thought to the requirements of coming generations and bring more pressure on their representatives in Parliament to adopt more practical and energetic steps than hitherto in providing material or forest wealth for future generations, which the present have enjoyed, but so ruthlessly wasted and handled in the past.

I am now an old man, but I remember as a boy hunting rabbits on a neighbor's 50 acres common that was covered with small pine bushes about the height of my head. I passed by this 50 acres last week, and instead of small pine saplings, I beheld a fine grove of large white pine trees from 12 to 24 inches at the stump. I asked if \$5,000 would buy the timber. I got my answer quick, "No, nor \$10,000." This incident gave me food for reflection. The party above referred to had means, and he could afford to let this property remain uncultivated. But today there are thousands of locations throughout the province covered with second-growth pine, Norway pine, spruce and cedar that are owned by people who cannot afford to let the ground lie idle and uncultivated. Now, it strikes me, that it would be more practical, instead of the government planting seedlings on ground that is cleared at present and fit for cultivation of some kind, as they are doing, if they would make some arrangements with the owners of these already self-planted locations and preserve them for coming generations. They would be more faithful stewards of the rights of generations to come.

I have lately been making an estimate of second growth of white pine, Norway pine, spruce and cedar, varying from two inches to six inches and my lowest estimate is 60,000 trees on the 1,200-acre plot; and in 25 years these trees would yield at least 12,000,000 feet of timber, 25,000 railway ties, and the value of the stumpage for this timber at the end of the 25 years to the owner would be at least \$25,000. The present value, I put on the stumpage of these trees is five cents a tree. If the owner of this property cuts down these trees for the purpose of cultivating the land, he is not losing anything, but expects the land, although poor soil, to yield some ready money, but the country loses. Therefore I think it the duty of the government, in view of the want of building material of the future, to give this matter their serious consideration. A few thousand locations such as I have described would in coming years yield a forest of wealth to the province. And if they bought these trees at five cents a tree it would be cheaper than planting seedlings, and they would be ahead 10 to 15 years on the time of growth.

There is a considerable portion of the northern parts of the older counties in the province under license to lumbermen. As to stumpage, in Quebec the trees must be 12 inches at the stump before a lumberman is allowed to cut it. If this is correct, it is a very good law, and ought to be adopted in this province. In many drives of logs I notice there is a large percentage of the logs only six and eight inches in diameter, which if allowed to grow would provide for the future. These licenses should all be cancelled and nature be allowed to renew our forests, which it will do wherever there is sufficient soil to nourish the young pine trees that are springing up throughout these burnt areas covered by these old timber licenses.

My excuse for asking space for this long letter is that I have spent most of my long life in the forests of Ontario.

Retail Lumbermen Enter Strong Protest

Against the Proposed Cancellation of Freight Credits by Canadian Railway War Board—New Rule Would Impose Many Hardships on Shippers

The proposal of the Canadian Railway War Board, of Montreal, to cancel freight credit arrangements and asking all shippers to give a bond covering all freight bills of more than 48 hours standing has created a storm of protest from manufacturers in general, boards of trade, lumbermen's associations and other bodies. The objections to this move on the part of the Canadian Railway War Board have been so strong and insistent that the operation of the proposed measure has been deferred until June 1st next and, in the meantime, conferences will be held with a view to further modifying some of the regulations, an outline of which appeared in a recent issue of the "Canada Lumberman." The action taken by the Wholesale Lumber Dealers' Association was referred to, but since that date the Ontario Retail Lumber Dealers' Association has been taking a hand in the fray.

At the recent annual meeting of this body a resolution was passed in regard to the cancellation of freight credit arrangements and stating explicitly that the Association was opposed to the move. The matter has lately been further prosecuted by E. M. Barrett, of Ottawa, chairman of the Committee on Legislation and Transportation and the secretary of the O. R. L. D. A. who sent the following letter to the secretary of the Canadian Railway War Board in regard to Circular, No. 97 of the Board:

In the first place, our members feel that an arbitrary method of determining credit arrangements based upon interests of one party, can never be successful, and we submit that this is the nature of the provisions contained in circular No. 97. We believe, further, that the only method that will prove satisfactory both to the carriers and the public is one based upon satisfactory agreements, between individual carriers and customers. We urge that the regulations provided for in Circular No. 97 will, if put into effect, seriously disturb industrial conditions and, therefore, that the matter calls for far more minute consideration and discussion between the parties interested than has yet been given to it.

While we approve of the extension of the credit period of seven days, as provided for in Section 2 of Circular No. 97, inasmuch as it is an improvement upon Circular No. 86 in this regard, we feel that the provision that "Failure to pay such charges within the time prescribed will automatically cancel such credits" is unnecessarily arbitrary, no consideration being given to the case of failure to pay within the time limit as a result of conditions beyond the control of the shippers or the consignee."

In connection with this section also, we feel that the railway companies should be ready to accept a written guarantee of a responsible shipper, or consignee, as security in this connection; also we would draw your attention to the term "Bank Guarantee," and advise you that the Canadian Bankers' Association have decided not to give such guarantees.

What the Board Has to Say

The following reply was received by the secretary of the Ontario Retail Lumber Dealers' Association from the secretary of the Canadian Railway War Board, Montreal.

In practice, there will be no change of any moment in connection with the cancellation of credit, as under existing practices if the credit which was extended to a shipper or consignee was forfeited it was cancelled. The notice served by the railway upon its customer to this effect gives the latter an opportunity, if he so desires, of putting forth any circumstances which might warrant special treatment.

While, generally speaking, it may be said that the railway companies, as you remark, should be ready to accept the written guarantee of responsible shipper or consignee, there are objections to this from the standpoint of many shippers who naturally may consider that their financial standing is just as good as some other concerns when the facts may not bear this out. This condition leads to alleged discrimination, and bad feeling, which with uniformity in treatment of the matter does not occur.

Section 10 contemplates simply uniform application of methods which have been in effect in various parts of the

country for years and which seems to be preferable to others which also have been followed. In the case of one railway, at least, shippers desiring to obtain delivery of freight without presenting bill of lading have signed bond for unlimited liability, other roads have asked for a bond equal to the amount of the invoice, other roads for a bond covering 110 per cent of the invoice amount, and so on. We are aware of the circumstances applying to import freight under this Section and had already started investigation with a view to minimizing any inconvenience that might be caused the importers.

Cancellation of credit on all lines interested, also, has been in effect in certain sections of the country for several years and we have not received complaints from the shippers who have been working under this system to the effect that it has caused them any great inconvenience.

Section 12. The cartage phase of the situation is being dealt with.

With all due respect to your contentions we would say that, after having exchanged many communications and held conversations with scores of shippers, we are forced to the conclusion that in some instances there is a disposition to deal with the questions theoretically instead of allowing any difficulties which may arise to be disposed of as they confront us. However, as the railways have been authorized to continue the present credits where necessary until a date not later than June 1st, there is plenty of opportunity for the further investigation which you desire in order that shippers and consignees may take whatever action they may see fit to fully protect their interests. I might add that according to the reports received from the railways the great majority of the largest firms in the country have already complied with the regulations.

The Proposed Changes are too Drastic

The various points raised by the Canadian Railway War Board in the foregoing letter were answered by the secretary of the Ontario Retail Lumber Dealers' Association in the following communication to the Board:

With further reference to our correspondence regarding Circular No. 97 (File 89) we are scarcely able to take as hopeful a view as you would like us to in regard to your statement that "In practice there will be no change of any amount in connection with the cancellation of credit."

May we submit for instance one very serious change, which apparently is certain to result? Take for instance cases in which the Railway Companies do not furnish proper notice of the arrival of freight, resulting in the accumulation of demurrage charges. In such cases, even though the fault may be the Railway Companies, they will have the bond to fall back upon for collection of demurrage or car rental, and the shipper will have no means of proving that notice was not sent to him.

This will be a very drastic change from the present method under which the Railway Companies are obliged in such circumstances to collect from the shipper.

Notice of arrival of cars provided for under Circular No. 97 is far from satisfactory. In the first place the Company should be required to deliver the notice at a man's place of business, or else to send it, by registered post, so that there will be an official record through the mail in regard to the time of mailing and receiving. Circular No. 97 provides that if the Railway Company's representative mails the notice the day before, the shipper's time is supposed to be on the following morning at seven o'clock. It is quite impossible for a man to receive his mail within that time. Moreover, if the Company, through the neglect of its clerks fails to mail the notice, and yet claims to have done so, it will have a free hand to collect demurrage out of a bond.

This feature is not an imaginary one. Cases of a similar nature are continually occurring. We could name a very definite one today, but prefer to leave the matter in your hands in a general way.

We cannot help taking strong objection to your assumption

tion and statement that "According to the reports received from the Railways the great majority of the largest firms in the country have already complied with the regulations." We do not know how thorough the reports referred to are, but our suspicion is that they must be of a very casual nature, because so far as the lumber industry is concerned, we knew that this cannot be the case. Therefore, it is entirely aside from the point for your Board to endeavor to persuade us to accept such an exceptionally drastic and unnecessary set of regulations as those which Circular No. 97 involve, on the ground that "The majority of the largest firms of the country have already complied with the regulations," in fact, we cannot persuade ourselves that you are really serious in this statement.

Please do not feel that we are purposely raising objections in order to embarrass the railway companies. We are anxious at all times to co-operate as fully as possible in order to make the shipping situation satisfactory both to the railways and to the shippers and consignees, and for this reason we desire you to consider our objections as absolutely bona-fide.

Furthermore, while we agree that there may be, as you say "A disposition to deal with the question theoretically instead of allowing any difficulties which may arise to be disposed of as they confront us," we not only feel that this does not apply in the present instance, but also that the attitude of the railway companies in the past has been so definitely to exact its pound of flesh from the shipper and the consignee that it is quite impossible for us, with any confidence, to "allow any difficulties which may arise to be disposed of as they confront us." If Circular No. 97 goes into effect in its present form, we know from experience how difficult and almost impossible it will be to remove the hardships which it imposes.

The final word in the proceedings came from the Railway War Board a day or two later stating that the several contentions in the foregoing letter had been noted and that the arguments presented would be given full consideration. The secretary added "I might say that it is expected we will have opportunity in the near future for a further conference with shippers' representatives, at which any such questions may be the subject of further discussion."

Says That Shippers Welcome Order

An interesting despatch recently appeared in the daily press which looks as if the Canadian Railway War Board are optimists in regard to their proposed move no matter how many or serious are the protests raised. The statement from the War Board is as follows:

In connection with the articles calling for the abolition of the Canadian Railway War Board, the general secretary of the board makes the following statement:

"This board's license to exist was written in terms of national necessity. So long as that necessity continues this board will continue to serve Canada. But now, by asking all shippers to give a bond covering all freight bills of more than forty-eight hours' standing, we seem to have exhausted our welcome.

"There is nothing new in refusing credit. The new rule on the railways is in the interests of good railroading and good service to the community. That was the reason for it. Many of the most important firms in Canada are gracefully submitting to be bonded if for no other reason than to play fair with the smaller shipper. The latter welcomes the rule, since he knows now that his competitor on another line of railway can have no advantage over him in the matter of credit."

The Parliament Buildings Escaped This Time

Memory of the great fire of February 3, 1916, which destroyed the House of Parliament was re-called vividly to the Commons on March 20, still sitting as a result of that conflagration in the temporary headquarters of the Museum at Ottawa.

W. S. Loggie, of Northumberland, N.B., who is a lumberman legislator, was discussing fish and lobsters when J. J. Denis, of Joliette, suddenly remarked that Loggie had been talking about the very same subject when the fire was announced three years ago, and he suggested they had better be careful on such dangerous ground.

It was just before nine o'clock on that fateful February 3 that Mr. Loggie was saying, "In my judgment, fish are sold at moderate prices all over the Dominion," when, according to Hansard, "C. R. Stewart, chief doorkeeper of the House of Commons, came hurriedly

into the chamber and called out, "There is a big fire in the reading-room, everybody get out quickly."

Fortunately there was no repetition of the disaster on this occasion.

International Co. Increasing Sawmill Capacity

Roland Hughes, late of Alpena, Mich., has been appointed president of the International Land and Lumber Co., Limited, of Ottawa. He succeeds the late J. L. Bates in that position. R. N. Bates, of Ottawa, was re-elected vice-president and managing director of the organization at the recent annual meeting.

The company are enlarging their sawmill at St. Felicien, Que. increasing the capacity to 10,000,000 feet a year and will have the largest plant on their side of Lake St. John. Operations in the bush are proceeding favorably and the company will have a large quantity



Roland Hughes, Ottawa,
Newly-elected President of the Company



R. N. Bates, Ottawa,
Vice-President and Managing Director

of lumber on hand this summer. Next winter they purpose taking out 10,000,000 feet of logs from their limits to be made partially into railway ties, while the remainder will be converted into lumber.

The International Land and Lumber Co. have a contract with the Canadian National Railways for the delivery of 500,000 railway ties over a period of two years. The ties will be made from the company's jack pine logs while considerable spruce lumber is being handled.

Mr. Hughes, the new president of the company, is a thoroughly practical and experienced lumber man. He is a Canadian by birth, but when a young man some forty years ago he went to Alpena, Mich., entering into the lumbering business of that state. He handled for several years the entire bushwork for one of the largest lumbering companies of Michigan, afterwards working in the sawmills for several years, being the chief sawyer, millwright, mill foreman and later building mills of his own, which he operated until about ten years ago when he sold and joined the directorate of the International Land and Lumber Company, Limited. Mr. Hughes, who is moving from Alpena, Mich., to Ottawa where he will reside, has been most successful in his life calling. He has been for six years a member of the board of directors of the International Co. and was a first cousin of the late president, J. L. Bates. He frequently visited the limits and mills of the company at St. Felicien, Que., giving valuable advice, but in his new position will give his full time to the company's interests.

Mr. Bates has held the office of vice-president and managing director since its organization, for the past twenty years being continually engaged in financial affairs. He has organized and promoted several successful companies and got together a strong organization. The advisory board of the company consists of Lawrence H. Tasker, of New York; Colonel L. R. C. Boyle, C.M.G., London, England; Thos. Askwith, of Ottawa; J. R. O'Driscoll, of Lowestoft, England; John H. Wilson, bush superintendent; Dolphis Seguin, assistant; Antoine Castonguay, mill foreman, and C. W. Bates, local manager of the mills and limits.

The Long-Bell Lumber Company, with operations at numerous points in the South, is increasing its outfit at Quitman, Miss. The Quitman operation is known as the Long-Bell Company. It is announced that plans are being laid to build an up-to-date hardwood mill on the timber east of Quitman. The mill will have a capacity of 30,000 feet per day.

Bringing Out Spruce by Motor Trucks

Plank Roads Constructed at Moderate Cost Made the Plan Feasible on Sparse Growth

How heavily loaded motor-trucks have been bringing out spruce for airplanes in the Pacific Northwest, over unstable soils and through mountainous country, is related by a contributor to "The Engineering News-Record." This was effected, we are told, by the construction of specially designed plank roads, of which the most interesting were built like a railway, with a line of planks for the wheels on each side, and guards on the inside of each line to keep the wheels from running off. High efficiency and a low cost of maintenance for the trucks are reported, despite heavy grades and overloads. We read: "Plank roads constructed at moderate cost made it feasible to get motor-trucks into many of the thinly scattered stands of spruce along the north Pacific coast, and without the motor-truck or some other form of mobile and quick transportation spruce from these forests could not have been brought out at the rate re-



Taking big load over plank highway.

quired by the Government's Spruce Production Division. Thus, plank roads suddenly became of greater importance, perhaps, than ever before, and various improvements in design and construction were developed. It is notable that, contrary to the usual practice on temporary roads, accurate location surveys with transit were made under the direction of an engineer. This has been particularly worth while, because of its effect in decreasing first cost and maintenance of the planked surface. A great decrease in tire wear on plank roads, as compared with gravel surfaces, is also reported.

"Two types of construction are used on these roads. In one the planks are placed crosswise, while the other calls for longitudinal planking and is known as the 'fore-and-aft' type. For the former type eight-foot planks were used at first, supported on stringers placed under the lines that the wheel treads would follow. This did not allow much margin of safety, so ten-foot planking was tried. On this wider road-bed, however, the drivers did not keep over the stringers, and this greatly increased the cost of maintaining the roads. To overcome this, the standard width was again placed at eight feet for tangents and the 'fore-and-aft' design was improved and used on all grades less than four per cent. Where grades are steeper cross planking is considered necessary, to avoid slipping in wet weather.

"What is considered a great improvement in the 'fore-and-aft' construction was effected by putting guard-rails in the centre at the inner edges of the plank track, where they could be cross-braced. This is found to constitute a very safe type of construction, strong and stable, which does not require as many plank as the crosswise type. The guard-rails must not extend more than six inches above the plank, so that they will clear the brake rims of the trucks. The turnouts are put in every five hundred feet on tangents, and on all curves which do not admit of a clear view to the next turn.

"Motor-trucks have been used both in the construction work and in the actual delivery of spruce logs from regions where the spruce stand is light, and are reported to have proved very effective."

The Rise and Fall of Western Stocks

One of the outstanding features of the lumber industry of Canada during 1918 was the rapidly growing demand in Ontario, Quebec and the Maritime Provinces for British Columbia forest products. Douglas fir, western pine, red-cedar, mountain spruce, gray fir and larch. There are half a dozen firms in Toronto who specialize in these lines being direct representatives of B. C. mills, while there

are also a number of wholesalers in Montreal who dealt particularly in western wood products. It is interesting to note that the pioneer mill in B. C. to introduce their products in the eastern market was the B. C. Mills Timber & Trading Company of Vancouver, who were not only pioneers in the market, but also one of the earliest manufacturers on the Pacific Coast.

The first shipments made were of Douglas fir timber, which was a quarter of a century ago, to be used for the construction of lock-gates and dredge anchors. This timber was to be employed building lockgates on the Cornwall canal in 1893. The contractor had frequent ly spoken of the difficulties he had to overcome to get the consent of Government engineers to use Douglas fir in the place of white pine which wood had done duty ever since lockgates were built. Owing to the size of the gates and the extreme difficulty in procuring white pine at that time, some other wood had to be secured as a substitute. The contractor recommended the use of Douglas fir, but had to give his personal guarantee as to its suitability before final consent was obtained from the Federal Government. An interesting incident is that ever since that time Douglas fir has been used wholly in the building of lockgates.

In 1893 one of the mills in British Columbia loaded a sailing ship with a full cargo of fir timber and lumber, sending her around by Cape Horn. The vessel arrived in Montreal in the spring of the following year and unloaded in the Lachine Canal, the freight being about \$10.80 per thousand feet, whereas today the freight charges are from \$22 to \$25. This was the first cargo of fir ever brought to Eastern Canada and the only one from the Pacific coast until the spring of 1915 when three large cargoes were brought by a Montreal firm, via the Panama Canal.

The Fight Was an Uphill One

Naturally when B. C. forest products were first introduced in Eastern Canada it was a hard up-hill fight for a long time. There were many prejudices to overcome as both red and white pine timber were plentiful in Ontario and cheap, so that low prices offered by the B. C. mills were the only inducement the representatives had to present as well as being able to supply the larger sized timbers at reduced figures. In comparing present prices with those of 1896 fir timber, fir finish, fir stepping, clear cedar and XXX red cedar shingles there has, owing to the extra cost of labor, logging, sawing, transportation, etc., been an advance of approximately 100 per cent and still the demand keeps growing. The B. C. lumbermen's best market in Eastern Canada up to the present has been the manufacturing towns, but Montreal also consumes a large quantity of B. C. stock with a growing demand.

B. C. salesmen report increasing business from frequent visits to Quebec and Maritime Provinces although trade is quiet at present.

The red cedar shingle is a household commodity in the east and is generally regarded as the best shingles produced anywhere. The standard XXXXX and XXX are easy to sell and the record of service, worth and durability of this class of roofing is widely known. Now that the war is over it is probable that the one great barrier to more extensive marketing of western stocks, namely the distance of 3,000 miles requiring from four to five weeks for deliveries may be overcome by reason of cargo shipments from the Panama Canal and distributing centres which may be established at convenient points in Eastern Canada.

The West is Outlet for East

The Prairie Provinces have always been a profitable outlet for the larger portion of the Coast and Mountain mills in B. C. The demand has been steady and constantly increasing. During the fall months owing to the partial crop failure in several sections of the Prairie Provinces the requisitions fell off materially and a certain amount of alarm set in in the western ranks. The Mountain mills, which up to that time had disposed of a comparatively small proportion of their output in the east, naturally looked around for a ready market. A campaign of price cutting resulted and the merry warfare went on for some weeks. The bottom fell out of things generally, list prices were cast to the wind and competition was exceptionally keen. The eastern manufacturers of spruce and hemlock felt the opposition to a marked degree. After the first period of anxiety had passed with the close of the war coming rather unexpectedly, matters began to change their course and quotations on boards, shiplap and timbers which had been cut from 25 to 35 per cent, reasserted themselves. Confidence returned and a spirit of optimism once more prevails. The result is that values are now steady and firm. The Mountain mills had started sawing last spring in good faith and found when they came to market their lumber on the prairie practically no demand for the reasons already outlined and this is why there was an onrush on the eastern territory. It was necessary for the mills to turn their stock into money and in some cases their product was disposed of at a serious loss rather than gain.

Gratifying Increase in Crown Lands Revenue

The Gain in New Brunswick Due to Large Extent on Tax on Privately Owned Timber Lands and Fire Protection Tax on Crown Lands Under License

The new taxes upon lumbermen and the increased rate of stumpage were largely responsible for the increase in territorial revenue in the province of New Brunswick to \$791,027, according to the satisfactory annual report submitted recently to the Legislature by Hon. Dr. Smith, Minister of Lands and Mines.

In his review of the year's work the Minister says in part: "It will be observed the total revenue is nearly a quarter of a million dollars greater than it was in the preceding year, which increase is due to a large extent to a new source of revenue, viz., the tax on privately owned timber land and the fire protection tax on the Crown lands under license. In making a comparison, then, of the revenue of the two years, these new taxes should be taken into account. Leaving these two items out of the statement altogether, the revenue for the last fiscal year is greater by nearly \$125,000 than the year previous. This gain is a particularly good showing, when it is borne in mind that less lumber was cut than during the previous year, the stumpage from which forms more than one-half the total revenue of the department. As stated in my last report, the stumpage was raised from \$1.50 per M. superficial feet to \$2.50 per M. and which raise of stumpage is largely responsible for the increased revenue as above stated.

"It is somewhat difficult at this time of writing to estimate the off of about 50 per cent from that collected last year and attributable to a large extent to the absence of many non-resident sportsmen, chiefly from the United States, the greater number of whom were of a class who were called up to join the colors in the great war now happily at an end.

"It is somewhat difficult at this time of writing to estimate the revenue from the department for the new year, but I think I am safe in saying there will be no falling off. On the other hand, if prices continue to be as at present, and tonnage is available, it is not unreasonable to expect a large European trade in our lumber in the building up of the war devastated areas of France and Belgium."

The Forest Act Stoutly Defended

The Minister defended at length as progressive legislation, the Acts of the previous year known as the Forest Act and the Forest Fires Act, declaring that "no more important legislation conducive to the welfare of the Crown domains has been placed on the Statute of this Province."

"Some, however, who criticize the Forest Act maintain that the main features of this Act are in conflict with the principles of responsible government and that a Minister of the Crown in setting

up an advisory board was not living up to the principles of British government," continues the Minister's statement. When I say there is nothing in the Act that will prevent the Minister from accepting or rejecting any recommendation of that board, I think I present a complete answer to the criticism referred to. On the other hand a board composed of persons familiar with the management of wilderness lands, particularly a board that has no colors in politics and no pecuniary reward in advising with the Minister on the management of the forests must be a distinct advantage. The advisory board as constituted consists of the Minister, the Deputy Minister, the Director of Forest Surveys, Archibald Fraser and D. J. Buckley.

"As provided by the Act, Mr. Fraser was selected by myself as representative of the owners of privately owned timber lands, while Mr. Buckley had the largest number of votes returned to this department from licenses of Crown land."

Progress of the Forest Survey

After reviewing the organization of the Forest Service, in which it is announced appointments will be made only as promotions from within, and the work under the Forest Fires Act, Hon. Dr. Smith reviews the forest survey operation:—

"I regret to say that owing to unforeseen circumstances the forest survey was only carried on in a small way. Early in the year a number of the principal foresters were called up under the Militia Act, and I was thus forced to abandon the work for the time, but now that this great war is a thing of the past I am in hopes of reorganizing the parties and covering a large area during the coming summer. The small force available was employed in examining crown lands, embracing in the whole about four hundred square miles, the licenses of which terminated on August 1st, 1918. This work was satisfactorily performed under the direction of Mr. Prince, the Director of Forestry, and before the time of sale full information was furnished as to the kinds and quantities of lumber on each parcel. The sale of this ground was conducted in a new way by selling on a stumpage basis, instead of the usual method of mileage. Although a large part of the whole area was not sold a considerable part was bought in at a stumpage varying from \$5.50 to \$7.75 per M. The berths sold were for a term of one year, with the understanding the minister may extend the license for one year more, when it is shown that the operation could not well be completed the first year. The sale fully justified this procedure, which is unprecedented in a New Brunswick forest policy. In this sale out of 39 per cent of the land sold the province will in the two years have received more money

MEMBERS OF N. B. CROWN LANDS ADVISORY BOARD



Archibald Fraser,
Edmundston, N.B.



T. G. Loggie,
Deputy Minister of Lands & Mines



David J. Buckley,
Newcastle, N.B.

than under the bonus system of \$100 per square mile, with the unsold land representing 61 per cent to offer again to the public at a more advantageous time.

The Territorial Revenue

The following statement shows the comparative receipts for territorial revenue in New Brunswick for years ending October 31st, 1917 and 1918.

	1917	1918
Sale of Timber Licenses	\$8275.00	\$901.00
Renewal of Timber Licenses	81116.67	78582.00
Stumpage	352087.31	471026.57
Fire Protection Tax		30554.67
Land Sales	4617.05	8157.02
Labor Fund	201.20	180.00
Deposits for Stumpage		9339.14
Deposits for Survey	1530.00	1481.00
Orders of Survey	60.00	75.00
Land Leases	336.00	323.00
Mining Leases and Applications	6891.00	6154.50
Royalty	21121.00	40689.29
Fishing Leases and Angling Licenses	25481.00	25532.40
Game Licenses	42293.38	25558.70
Guides Certificates	28.00	6.00
Fines	1059.10	2747.37
Miscellaneous	507.75	798.25
Taxidermist and Pelt Licenses	702.50	433.00
Copies, Plans, Records, etc.	114.64	112.85
Transfer Timber Licenses	1413.00	1469.00
Beaver Permits	974.00	1420.00
1917—\$50101.17		
Bonus Timber Licenses	756.50	93643.94
Wild Land Tax Years	1918—43542.77	\$549565.19 \$799184.70
Deduct Sinking Fund, Land Sales & Bonuses	5373.55	
Deduct Sinking Fund, Land Sales		8157.02
Net Revenue	\$544191.64	\$791027.68

In addition to the above receipts for the year 1918 there were received \$1,523.55 for instalments on Settlement Lands purchased from the New Brunswick Railway Company and which was placed in the Sinking Fund as a payment on the cost of these lands.

Body Brought to Canada for Interment

The body of the late Lieut. W. Scott Waldie of Toronto, who died of pneumonia in No. 9 Canadian General Hospital, Rhyl, Wales, on February 19th, was brought home recently for burial. The funeral took place from the residence of his brother, F. N. Waldie, 127 Bloor St., W., Toronto, interment being at Burlington. The last sad rites were attended by a large number of friends in the lumber industry, as well as military representatives. The late Lieut. Waldie was largely instrumental in organizing and recruiting the 122nd Muskoka Battalion with which unit he went overseas, and served for some time with the Canadian Forestry Corps in France. At the time of his death he was attending an officers' school at Bexhill, Eng., where he was qualifying for a fighting unit when the armistice was signed. Previous to enlisting for overseas service Lieut. Waldie was sales-manager of the Victoria Harbor Lumber Company.

Cost of Pulpwood and Yellow Pine "Waste"

Editor, "Canada Lumberman."

Sir:—Your attention is called to an article in the March issue of the Atlantic Monthly, entitled "Developing the Estate" by Arthur D. Little, in which appears the following:

"Enough yellow pine pulpwood is consumed in burners, or left to rot, to make double the total tonnage of paper produced in the United States. Meanwhile, our paper-makers memorialize the community on the scarcity of paper-stock, and pay \$18 a cord for pulpwood which they might buy for \$3. It takes many years to produce a crop of wood, and wood-waste, which now constitutes from one-half to two-thirds of the entire trees, is too valuable a raw material to be regarded longer as an encumbrance, except by an improvident management."

Whatever was the purpose of this remarkable statement, I think you will agree with me that its effect is to leave upon the mind of the average reader the impression that the paper-manufacturers are paying \$18 a cord for pulpwood that they could buy for \$3, and that the only reason they are not taking advantage of this opportunity is because they do not know enough.

If, as Mr. Little avers, enough yellow pine pulpwood is wasted to produce twice the total tonnage of paper now produced in the United States—a statement open to challenge—the waste is not at-

tributable to the paper-makers, although that is the only inference deductible from Mr. Little's charge. Statistics issued by the United States Department of Agriculture (Bulletin No. 738) show that out of a total of 5,480,075 cords of wood consumed in producing pulp in the United States in 1917 only 142,094 cords were of the yellow pine species. It is inconceivable that there could have been a waste in the process of conversion of this quantity of wood of the dimensions suggested by Mr. Little.

As to paying \$18 a cord for wood that can be bought for \$3—the accusation is absurd on its face. Labor costs alone, for cutting and driving, are greatly in excess of the smaller sum mentioned by Mr. Little, as every manufacturer is aware.

Mr. Little, whose statement can have only one effect, that of prejudicing the paper-manufacturers in the eyes of the public, is undoubtedly aware of the fact that paper-manufacturing has reached the point where practically whatever profit is derived therefrom comes from the saving of waste, and that the manufacturers are trying to meet these problems and, in some instances, are employing this same Mr. Little to help them solve them.

Mr. Little's latest attack upon the industry is in keeping with his appearance before the Federal Trade Commission, on behalf of the newspaper publishers, in connection with the fixing of a price for newsprint paper. The effect of Mr. Little's evidence there was to create the impression that the average paper-manufacturer carries on his business in an ignorant and wasteful manner, with no regard for its scientific possibilities. It is needless to say that no practical manufacturer, carrying on a commercial business, agrees with him.

Yours truly

A. L. Dawe

Secretary, Canadian Pulp & Paper Association.

Montreal, March 18th, 1919.

Will Give Soldiers Lumber at Cost

Twelve hundred retail lumber merchants in the three Prairie provinces will co-operate with the Soldiers Settlement Board by giving soldiers who go on the land wholesale prices for lumber required for permanent improvements plus the bare cost of unloading, handling and other charges. This arrangement has been made by representatives of the board with the Western Retail Lumbermen's Association on behalf of the retailers. The new prices for soldier settlers apply to material of stock sizes. The association maintains an architectural staff which is familiar with building operations in Western Canada, and this service department has been placed at the disposal of the Soldier Settlement Board.

In granting this substantial reduction in price to soldier settlers, the Western Retail Lumbermen's Association writes that the lumber dealers recognize that the supplying of equipped farms to soldiers is a purely reconstructive measure, which can be helped or hindered by the attitude which the local retail dealer maintains toward the undertaking. They realize further that an attempt to bring materials direct from the mills would entail a loss of time and serious inconvenience to the soldier, and, further, that unnecessary expense in handling and trans-shipment would be entailed if the board attempted to gather the materials at central points and distribute them.

New Timber Company Secures Charter

A provincial charter has been granted to Chippewa River Timber Company, Limited, with a capital stock of five hundred thousand dollars and the provisional head office of the organization is at 24 King St., west, Toronto, in the Manning Arcade. The new company is empowered to carry on the business of lumbering in all its branches and to deal in logs, timber, pulp wood, shingles, pulp and paper. It is understood that Illinois and Canadian capital is interested in the new enterprise and that a large tract of land has been secured in Northern Ontario, where a saw mill will be eventually erected and lumbering operation conducted on a large scale, while arrangements will be made for taking out considerable pulp wood. Further plans will be announced later on. Denton, Grover and Macdonald of Toronto are solicitors for the Chippewa River Timber Company, Limited.

Endeavoring to Facilitate Extensive Construction

With building and road construction throughout the country totalling nearly \$5,000,000,000 being held up by high prices, the first efforts of the new Industrial Board will be to establish lower price levels on steel, lumber, brick and cement so that this work may be resumed, says a recent despatch from Washington.

The first direct step of the board to lower prices was from Washington, when representatives of all the leading steel manufacturers, headed by Judge E. H. Gary and Charles M. Schwab, met for a conference with the board. They have promised the fullest co-operation.

Stimulating Sales in Retail Lumber Yard

Dealer Should Have Vision and Initiative and Thorough Acquaintance With Needs of His Trade—Contact With Customer and Familiarity With Goods

We are standing on the threshold of a new era, not only in the lumber business but in almost every line of thought and activity. Now is the time for us to cut loose the shackles of tradition and precedent. said Charles S. Mason, of A. Mason & Son, of Peru, N. Y., in a stirring and able address delivered before the recent convention of retailers of that State. The saddest task is to add that Mr. Mason, on returning home from the gathering contracted pneumonia and died a few days later. He was one of the most progressive and honorable men in the retail ranks and was regarded as a coming leader. His remarks, which follow, show the breadth of intelligence and upright spirit that he manifested in his ideas of business and will be read with great interest and appreciation:

Any business man who in the past year has not taken advantage of the times and events to correct trade abuses and customs, and improve his methods, or who does not see in the present a most welcome opportunity for the regeneration of his business, and the achievement of new things, has missed and is missing an opportunity that comes to a man but seldom in his business career.

Now I know very little about the theory and psychology of salesmanship. I think very few lumbermen do. I do not know that we are supposed to. My creed has always been a very simple one. To know all I could about the article I was selling—to know all I could about what my customer needed and then to go to it.

But if we should attempt to work out even a simple analysis of the term "Sales Promotion" I think we would discover five essentials at least. These would be,—

- Familiarity with article we are selling.
- Acquaintance with the needs of our trade.
- Contact with the customer.
- Vision and initiative.
- Policy.

Familiarity With Our Line

Of course knowledge of the article we are selling is the beginning of all salesmanship. No argument is needed to support that—it is a fundamental truth—it is axiomatic.

I wonder how many lumber dealers make a thorough study of everything in their line. To many of us lumber is lumber—shingles are shingles, etc. If we would stop to realize it, there is hardly a thing in the average lumber yard that does not have an interesting story connected with it—not fabrications of the imagination—but real truths—where the article was grown or manufactured—how it was manufactured—how it was treated—why it will outwear or outlast—why it is better than other kinds—and a lot of other things that make up an interesting line of talk.

It is just this knowledge that makes the difference between a dull salesman and an interesting one—and who would not prefer to be waited on by an interesting salesman. How many times in your experience have you gone out to wait on a customer when you knew you did not know anything about what you were selling, but were merely playing the role of "order taker." You can just remember how you said your little say (and it was a short one) and then came that embarrassing pause. While you leaned up against the pile with your hands in your pockets your customer floundered around trying to decide whether he would trust his own judgment in your line or go back to the other yard and buy the same article at the same price merely because the other fellow showed him more good points about his article than you did.

If we have anything in our line that we are not interested enough in to study it—we fail to arouse the interest of our customer, and when that happens it is better to cut that thing out of our line (if our dis-interest is incurable) because sooner or later it is liable to prove infectious and lose us other good sales. The successful salesman immediately obtains his customer's interest and attention and holds it—that we cannot do if we are not well versed in the line that we are selling.

We would be surprised to know the amount of time and money spent every year by the big manufacturing and selling institutions of the country in the training and preparation of their salesmen. One of the large paint concerns bring their salesmen to the factory twice a year and make them sit for days at a time and listen to practical talks on the things they have to sell. Now the great majority of retail lumber dealers are too busy and too settled to take a course in salesmanship but it is not too late for us to come to a full realization

of the vital need of a more intimate talking knowledge of the things we have to sell. This can be had only through study and application—no satisfactory substitute has ever been known—no short cut has ever been discovered.

Acquaintance With Needs of Our Trade

It is doubtful whether there is a retail business today in which the customer needs the intelligent co-operation of the merchant as much as in the lumber business—be the customer a house owner—farmer—contractor—architect—or purchasing agent—and that category covers about every trade channel open to us.

I presume some retailers figure that the service department in which they have taken so much pride in fixing up answers this need, but it is far from it. I think the need is for a more specialized knowledge—a knowledge that goes as far as the planning of a customer's work and the solution of his problems. The house owner or farmer who has had to do any building work this past year has approached the ordeal with fear and trembling,—and well he might, when you consider the inefficiency of labor and the unwillingness of contractors to take work on anything but the percentage basis.

If we are willing to take hold and help our customers arrive at the construction of a piece of work by the most practical methods and with the most economical use of materials and least outlay in labor then we have enacted a most constructive piece of Sales Promotion. When we have won the confidence and gratitude of a customer by that means, we have sold something not just for today, but for the endless tomorrow.

I suppose the small yard dealer who has to be salesman and manager and everything else will say that that is a lot to expect. Well, may be so, but an abundance of knowledge seldom ever adds to our problems,—it tends to simplify them. And then again our achievements are determined very largely by our conception of our job. Our achievements rarely ever exceed our conceptions.

The greatest menace that the retail lumber dealer has to deal with today is the unreliable contractor. Under the present dispensation of justice, the minute we extend credit to a contractor who does not deserve it we enter a contracting partnership and a very unequal one at that. We are out for the lamb's share of the profits and the lion's share of the losses. If everything goes all right we have promoted a sale. If he fails we have financed a disaster.

I believe the principal fault of the unreliable contractor is incompetency. If we are in a partnership with an incompetent partner we have an abundant opportunity for co-operation, and not only an opportunity but a vital need. I have known of several instances—quite a few of them in my own experience—where a little steering and co-operation on the part of the dealer has turned a shrinking margin into a small profit. A customer secured in this manner will prove a most enduring asset and I believe is the fruit of a most far-sighted policy of sales promotion.

A knowledge that will permit us to co-operate with the architect and the purchasing agent in a practical manner is equally desirable. An architect quickly becomes very partial to a shop or yard that interprets his wishes intelligently and executes them accordingly. The busy purchasing agent is just as responsive. If you have an organization large enough to permit it, the most satisfactory system is to have each member of your selling staff specialize in some class of building work. This gives you a larger range of co-operation and tends to preserve the working balance of your organization. We must remember that in the final analysis—all the problems and perplexities of our business find their solution or not (as the cause may be) in answer to the question—"How much do we know about our jobs?"

Contact With the Customer

The next requisite in our equipment for sales promotion is the means of getting in contact with our prospective customer. There is where "advertising and the other means" come in. Roughly speaking, there are two kinds of advertising—indirect and direct. Without a doubt the most popular form of indirect advertising is the newspaper. It is also the one most abused and neglected. There are all sorts of motives for advertising. Some advertise because they have something to sell and want the people to know it. Others advertise because they feel they ought to be using up so much advertising space and care not particularly which way it goes; some advertise

because their neighbors advertise and they are afraid not to—a defensive attitude. To the two latter class of advertisers no advice is necessary—if they are going to spend the money anyway, they could not find an institution more deserving of their charity than the average local newspaper.

Unquestionably, newspaper advertising that is well planned and well directed makes a very satisfactory investment. The results that it brings forth are in direct proportion to the attention that we give to it. It will, however, always have its outstanding faults of indirectness.

The other forms of indirect advertising are too numerous to permit much individual attention. Here are a few:

Farm Bureau Publications reaching preferred list of readers.

Directories.

Road Signs—unsightly—can be artistic.

Calendars—out of date.

Carpenters' aprons, farmers' account books, memo books—good if distributed correctly.

While these forms of indirect advertising are all right as far as they go, I am becoming convinced that to obtain satisfactory results they should be supplemented with more direct forms. The increasing amount of personal letters—circular letters—folders—posters—house organs, etc., that are put through the mail every year by the big advertisers, I think confirm that opinion.

Carrying Out Direct Advertising Campaign

By direct advertising I mean some form of advertising that goes direct to the prospective customer and obtains personal perusal and attention. Of course, the direct and personal forms of advertising require some office equipment and organization, which the small yard dealer may not feel that he can afford. But there are some forms which even the small office can have.

In order to carry out a direct advertising campaign intelligently and effectively, the first thing that we need to work with is a list of our prospective customers. I don't mean the ordinary mailing list that is gotten up in a helter-skelter fashion, but a list which is the result of a careful study of the territory which we can legitimately serve. If this study is carried out in a systematic and efficient manner, we give it the more dignified name of a survey.

How Obtained:

Farm Bureau assistance.

Chamber of Commerce assistance.

Post Masters, etc.

Classification of prospective customers:

Farm trade.

Industrial.

Contractors—Carpenters and Architects.

All other classes of trade.

Various Forms of Circularizing.

Circular or Form Letters.

Special Circulars and Folders. (Often furnished by side line manufacturers).

House Organ or Bulletin issued at stated intervals.

Cost of 2,000 \$30.00

Mailing cost 20.00

Quarterly Cost \$ 50.00

Yearly \$200.00

Addressing by hand costs about 30c per 100.

Other Forms of Contact:

County Fair Exhibits.

Agricultural Meetings—Community Meetings.

Being on local reference directory of big lumber promoting organizations.

Co-operation of State Association and other organizations.

Personal letters.

Personal trips to prospective customers.

Check Up Advertising Distribution.

By careful sales analysis showing:

Sales in each territory.

Class of trade consuming.

Advertising campaigns.

Must be persistent—Not intermittent.

Must be original.

Must be farsighted.

Must have initiative behind them.

Vision and Initiative are Urgently Needed

I couple these together because together they mean power. One the faculty of looking into the distance to see new things and the other the will to do new things. We may spend half our life time learning the things we ought to know and the other half learning the things we should do but if we lack vision and initiative our knowledge "profiteth us nothing," and we are no better than the proverbial "tinkling brass and sounding cymbal."

A man who does not dream of the future of his business or who

does not have the faculty of bringing some of his dreams to a realization can never be a successful promoter of sales or anything else. We fellows in the retail lumber business have our noses too near the desk. Our vision does not extend beyond the high board fence that surrounds our yards. We are so absorbed in the everyday realities of our business that we fail to see its possibilities.

When we notice the progressiveness in other lines of trade we try to excuse ourselves by saying "Oh, well, this business is different." Surely it's different—every business is different, but no business is lacking in possibilities, and least of all the retail lumber business. Let me say here that I believe the retail lumber dealer, especially in the average town and small size city, can be an empire builder—that is, within the limits of his trade influence—if he only knows it.

The successful promoter of sales never neglects an opportunity to promote everything else in his community that will have a favorable influence upon his business. Any retail lumber dealer who does not exert a progressive and constructive force in the community which he serves must not be surprised if his most ambitious and otherwise energetic plan of business promotion fails to achieve satisfactory and permanent results.

The Policy of a Square Deal

It hardly seems necessary to dwell at length on this essential and I shall not. I have always taken great satisfaction in allowing myself to believe that the retail lumber dealer stands in the high esteem of the public. And let us be worthy of the trust.

To quote the words of Mr. Louis Grilk, "The public has become accustomed to being taken into the confidence of those with whom

ERECT A HOME BEFORE ALL ELSE



Don't risk your money on doubtful investments. Put it into something permanent and sure. "Build a Home First." That's what the government wants you to do because a revival of building activity will help the nation get back to a peace basis quicker than any other one thing. You did your part to help win the war—now do all you can to help us get back to a peace basis. Come in and talk it over with us.—"The Retail Lumberman."

it does business. The old doctrine of 'Let the buyer beware' belongs to the past. And woe betide any industry or individual business that has not read its obituary."

I cannot recall any other business in which confidence is more necessary than in ours. The average man who starts out to build feels absolutely at the mercy of the carpenter and the Building Material Man. We must be untiring in our efforts to remove any cause for suspicion and distrust. The assurance of a square deal is a customer's first interest. Everything else plays a secondary part.

Without confidence, the most skilful and ambitious plan of business promotion can lead only a fitful existence at the best and must eventually decline to a well earned obscurity. With confidence and upon it, we can raise a business structure that will be a reward for our diligence, a credit to the industry, a monument to our enterprise, almost as enduring as the hills from whence come the trees that gave the lumber business its inception.

The Quebec Legislature has passed a Bill granting 1,570,000 acres of land as subsidies to various railway companies for aiding the construction of new lines. One of these lines is from the present C.P.R. line at Kipawa, where a large sulphite pulp mill is in course of construction.

Give Service and Show Merits of Your Stock

Practical Pointers on Developing Trade in the Retail Yard—Pushing Sale of Short Lengths and Suggesting the Use of Best Stock Where Possible

By Jesse B. Davis

It is no mark of sales ability to sell material to just anyone. A would-be purchaser whose buying powers are limited or who might not have the name of being prompt in his business dealings is quick to take advantage of the opportunity presented by the lumberman who is too eager to sell and who does not exercise the necessary precaution to make sure that the account is not going to cause him trouble in collecting.

A good salesman will form the habit of getting as good a payment as possible when a sale is made, thus automatically lending quite an aid in keeping accounts at a low ebb, as well as having less money tied up in each account should some of the accounts for some reason remain unpaid longer than usual.

I know a dealer who lost nearly \$2,000 in accounts last year. This dealer knew some of his customers did not have a good reputation, yet he carelessly trusted to luck and recklessly sent out material on various jobs whenever ordered. No salesman is justified in selling material when he feels there may be trouble in collecting. One has a multitude of details that require his time and attention, and he should be careful to avoid shouldering unnecessary burdens which are assumed largely through negligence or carelessness.

Salesmanship is largely a matter of activity and aggressiveness, and I might say the realization of the necessity of being more intensive in one's various daily activities. Unless one is diligent and trains oneself to accomplish as much as possible each day, many things that may appear insignificant and of no great immediate bearing on the success of the business are neglected from day to day and many of them may never receive attention.

I have found it very helpful and profitable to make a note of anything occurring to me that should receive attention in the near future. It is often surprising how many memorandums one may jot down during the course of a day or an evening at home. By keeping these memorandums in a conspicuous place and attending to them as fast as possible when other duties will permit, the little details of one's business are not allowed to drag and in the end such a system contributes in no small degree to the general yearly results.

Don't Do Too Much Talking

By keeping a memorandum of all proposed buildings one naturally keeps in closer touch with the trade. He has his finger "on its pulse," so to speak, and by so doing his activities result in his getting to furnish the material for a good percentage of the buildings, whereas if he does not follow up the proposed projects the building is often begun, lumber having been furnished by some active dealer, before his attention is directed to it the second time.

Likewise it is beneficial to keep a complete and revised list of all contractors and workmen in town. You are thus in position to do a prospective builder a favor and at the same time do a favor to the contractor. Indirectly the favor you do the contractor will, in turn, possibly be returned, for it is natural for him to feel that he would like to buy his next bill of lumber from you.

Since trade is usually inclined to be less active during the winter months I have found it a matter of good business in more than one way to have as nice a volume of business booked in the late fall as it is possible to secure. This resulted in enough material being delivered even though the weather is cold and not adapted to building to allow one to show a little profit instead of what might be a loss during the winter months and then in the spring, instead of finding it hard to get business started off, the nucleus of a nice spring business is already formed and a good volume is readily acquired.

Salesmanship does not require that one be able to use flowery language or that one monopolize all the talking by trying to use a convincing argument in pointing out the qualities of an article. I am reminded of the divorce case called before the court wherein Mrs. Jones was suing Mr. Jones for divorce on the ground that he did not talk to her. Among other questions the judge asked Mr. Jones why he did not talk to his wife. His reply was that he did not want to interrupt her. You can probably recall merchants who do too much talking. Some men talk beyond the closing point and talk themselves out of the sale. One can not be too diplomatic in the choice of his language and it is well not to speak too hastily.

One is in position to learn when he is listening to the other party but not when he is doing the talking himself, therefore from a business standpoint it behooves one at all times to be a good list-

ener and willing to listen instead of talk when a prospective customer is inclined to express himself. He may impart information which an attentive listener can turn into capital. A business can be built up by listening and often damaged by talking indiscreetly or too much.

By getting to your place of business early in the morning you get business started off "on both feet"—you are in a good humor and friction is not likely to occur as it did in the following incident:

Get to Bed Early

With a stormy look on his face the master of the house waylaid the servant in the kitchen. "Look her," he began, "how dare you tell my wife what time I came home this morning after I told you not to?" The Irish girl eyed him steadily. "Sure and Oi didn't," she replied calmly, "she asked me phwat toime yez come in, and Oi only towld hir that Oi was too busy gettin' the breakfast ready to look at the clock."

No salesman should knowingly cut a competitor's price. It is a poor business from any angle. If one cannot sell a bill of material without naming a lower price than his competitor's the competitor is entitled to the bill and should have it.

A dealer who has continually to resort to low prices to move his goods will never make a success of his own business and will always have business conditions in his community in a turmoil. I am convinced that it is easier to sell a bill of lumber at a little over a competitor than at a lower figure. The lower figure attracts suspicion and may leave the impression that the goods are of inferior quality while one with a high class stock of goods should have no hesitancy in trying to sell them on their merits and if he has faith in the quality of his stock he can convince most customers that it is worth the price he asks.

Sometimes carpenters will ask for a list of prices to use in figuring bills. Since the market is quite changeable I have never found this a practical thing to do. Sell your own stock and do not let some carpenter order out material on prices he has quoted.

Staple stock and good grades move readily and require no especial attention. Anything can be sold by using the required amount of energy and application. None of use are able at all times to have our place of business entirely free from surplus items and odd stock of some nature. By keeping at one's command an accurate list of odd stock or such items as are going to require special attention one can move at least a little of such stock every day and thus keep these undesirable accumulations at a minimum, while if we allowed ourselves through force of habit to sell only regular lengths and staple stock we would have a good many accumulations of slow selling items.

Don't Sell 16' Stock When 14' Will Do

When lengths of certain stock become low use precaution to sell lengths that yield the most profit, and which keep the stock lengths well assorted, instead of handing out sixteen foot lengths merely because they are called for.

Recently a customer drove into our yard with a list of items with which to build a 10 x 12 smoke house. The carpenter in making out his list had specified sixteen foot sheeting for the roof. Naturally fourteen foot lengths would have given a twelve inch projection at each end and would have been proper length to use. In fact the sixteen foot lengths would have cut to waste and would have been the most unpractical of any lengths. We all know that sixteen foot lengths are specified in many instances where they are not really necessary and often when some other length would really be much better. There is very little excuse for allowing flooring, ceiling, siding and finish to become poorly assorted as to length. One of my best customers is one of the lumber dealers at my point who does not protect his length assortment and who automatically loads out any stock item he has which is called for. During the last four months this dealer has purchased from us over \$1,300 worth of lumber.

When some one drives into your yard and inquires about building material a sale is half made before you approach him because a tactful and resourceful salesman realizes that the prospect has his mind practically made up as to what he wants and no salesman should allow a prospect of this nature to go away without being able to sell him. You have had no competition to contend with, or if

you have had the prospect's mind was virtually made up to buy at your yard or he would not have driven in.

When any prospect crosses our threshold in want of certain material we should take a noticeable interest in his requirements and be able to care for his needs either by substituting something suitable for him in case the item is not in stock or by buying the item from a competitor if necessary. We should not merely inform the prospect that the material can not be furnished, thus forcing him to go to a competitor and becoming a regular customer of his when we had the first and best chance to supply him.

Oftentimes a little suggestion here and there will sell a bill of paint, a porch, a pair of French doors or some other item that suits the particular occasion.

Push Short Lengths

Recently Mr. Smith made Mr. Brown a present of a new hat. Naturally Mr. Smith expected to buy a good hat for Mr. Brown. The gentlemen went to a clothing store together to select the hat. One of the first hats shown fitted very nicely and Mr. Brown said it was all right. Mr. Smith asked the price and when the clerk said \$4 Smith paid it and they went their way. Was it a mark of salesmanship for this clerk to use as little judgment as he did in selling a low priced hat which would wear and keep its shape a comparatively short time only? Under the circumstances he should surely have reasoned that Mr. Brown was expecting a good hat and that Mr. Smith was in no position to quibble about the price and also that since Smith was making a present it was naturally his desire that the hat be of the better class and one that would be prized. Surely this clerk was no salesman when so easy a chance was presented for him to have rendered his store and these customers more service.

By being alert and wearing a smile the atmosphere of good cheer is catching and stimulating. Two Irishmen were one time walking toward New York when they met a man and asked him how much farther they must travel and were told that it was yet twenty miles to the great city. "Faith we'll not reach it to-night," said one of them, evidently much dejected. "Och, Pat, come on, twenty miles, sure that's not much—only ten miles apiece; come on."

One can make additional profits out of the operation of his business every day, aside from the normal profit on standard stock which, in many cases, is better adapted to the purpose than the items called for. For instance, if a customer calls for shiplap with which to build a garage and you have some car siding or drop siding which contains more heart and is better lumber and you know it is better for his purpose, looks better and lends to the general attractiveness of his place and would help him sell his property to better advantage, sell it to him. It will cost him only a little more and the business transaction has been more profitable for both parties.

A few days ago I was busy waiting on a prospective purchaser when another party came into the yard and inquired what 2 x 12s pine were worth. My assistant waited on this gentleman and being a versatile fellow he found that the lumber was to be used in making a tank and sold him 2x12s redwood at 12½ cents a foot, rendering service both to the customer and to his employer.

Show the merits of your stock and do not be afraid to ask the price. Anybody can give material away.

Render service to your customers; they are entitled to it and eventually will get it—if not from you, from someone else.

Lumber Legislators of East and West

Representatives of the People Who Deal in Forest Products and Direct Affairs in Public Interest

There are several lumbermen legislators who are members of the Legislature of the Province of Quebec, and take an active part in the proceedings of that deliberative body. They have served for years in a public capacity and have rendered their constituents good service.

With the publication of the portraits of these gentlemen the "Canada Lumberman" completes its series of illustrated articles on the lumbermen legislators of the federal and provincial parliaments, which have been running in these columns for some months. The feature has been one that has been appreciated and shows that the lumbermen as a class possess public spirit and are taking a prominent place in the direction of affairs of state and devoting time, talent and energy to the welfare and advancement of the communities in which they reside. As the servants of the people they look after their interests in an aggressive manner and, in all patriotic and other endeavors have played no small part. Brief references have been made to their business and public careers. In the problems of reconstruction and readjustment the lumbermen representatives will continue to do their duty, having every faith and confidence in the future of Canada and the industry, spirit and enterprise of her people.

Hon. George Bryson, Jr., comes of a well known family of lum-

bermen, who have played an important part in the development of Quebec. A member of the Quebec Legislative Council for the past thirty-two years, he resides at Fort Coulogne, Pontiac County, where he has extensive lumbering interests. Mr. Bryson is of Scotch extraction and his parents emigrated to Canada in 1821, locating in Lanark county. In his youth he took a military course in Montreal and attended a commercial school in Toronto. He is the late President of the Bank of Ottawa, which has just joined forces with the Bank of Nova Scotia and before coming the presiding head of that institution he was a director for many years. Mr. Bryson was also Mayor of Mansfield and Pontefract and has always taken a deep concern in public affairs. He is a Liberal in politics.

Hon. John C. Kaene, who is a lumberman and a steam boat owner, resides in Quebec city. He was first elected to the Legislature in 1912 and was also a member of the Provincial cabinet without portfolio. He was appointed to the Legislative Council four years ago for the Stadacona division. Mr. Kaene is of Irish extraction but was born in the ancient capital and has resided there all his life. In politics he is a Liberal.

Edouard Ouellette, who represents Yamaska, is vice-president and general manager of the Tourville Lumber Mills Company with mills at Louiseville and director of several other large concerns. He was first elected a member of the Quebec Legislature in 1905 and has been returned at each subsequent election. Mr. Ouellette was born in Drummondville, P.Q., in 1860 and is a progressive and enterprising citizen and public spirited business man. He resides at Pierreville Mills, Que., and is a Liberal in politics.

Napoleon P. Tanguay, who sits for Wolfe, resides in Weedon, P.Q., of which place he has been mayor for many years. He has also held various other positions such as president of the Agricultural Society, manager of the St. Francis Hydraulic & Electric Co., and director of the St. George Electric Co. He is a lumber merchant and also conducts a general store. Mr. Tanguay was first chosen by the people of Wolfe to look after their interests in the Legislature in 1904 and has returned in four subsequent elections by very large majorities. He is a Liberal.

Rodolphe Tourville is president of the Tourville Lumber Mills Company and interested in many other joint stock organizations. He resides in the winter time in Montreal and during the summer months in Louiseville, Maskinonge county. Mr. Tourville was first elected M. L. A. in 1912. He was born in Montreal in 1876 and sits for the constituency of Maskinonge. A successful and energetic business man, he is an ardent Liberal.

Hon. Dr. J. H. King, Minister of Public Works in British Columbia, has had an outstanding career. He comes of a family long engaged in lumbering and timbering operations, being a son of Hon. G. G. King of Chipman, N.B., and a brother of G. Herbert King, M. L.A. for Queen's County, N.B., who is identified with his father in the King Lumber Company. Dr. King is a graduate in medicine of McGill University and practiced his profession for a number of years in St. John, N.B., going to British Columbia in 1898 where he located in Cranbrook and has remained ever since. Dr. King, who was born in 1872, is president of the King Lumber Mills Company, Cranbrook, B. C., never having lost his early interest in the lumber business. He is also president of the Cranbrook Electric Light Company and a director of the Kootenay Telephone Company. The subject of this reference represented Cranbrook in the B. C. Legislature from 1903 to 1907 and was an unsuccessful candidate for Kootenay to the House of Commons in 1911. Elected to the B. C. Parliament in September 1916, on the formation of the new Government he accepted the portfolio of Public Works.

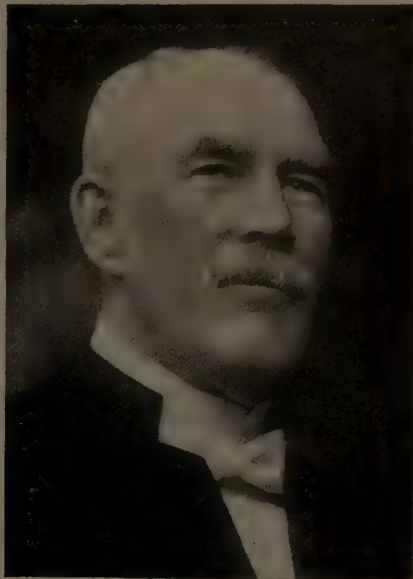
Col. B. R. Hepburn, while not exactly a lumberman, is so closely identified with that industry that he may well rank as a member of it. He has been assistant director of Overseas Forestry Corps with headquarters in London, England. Col. Hepburn is a Prince Edward County boy, being born in Picton, and spent several years in navigation, being president and general manager of the Ontario and Quebec Navigation Company for some time. This business was merged with the Canada Steamship Lines some six years ago. Col. Hepburn was first elected to the House of Commons for Prince Edward County in 1911 and returned again in 1917. He joined the 224th Battalion, which was the first Forestry Battalion as Major in 1916 and was promoted to the rank of Lieut.-Col. and afterwards became colonel. As further forestry battalions were recruited Col. Hepburn's duties were enlarged and during the past two years he was practically in charge of the detail work of the Forestry Division. A year ago he was accorded the honor of being made a commander of the Order of St. Michael and St. George. His duties took him frequently to France and different parts of England and Scotland.

The annual report of the Department of the Interior gives the total area included in forest reserves in the Dominion as 23,042,640 acres.

Some Lumbermen Legislators and Executive Officers



Hon. Geo. Bryson, Fort Coulonge, P.Q.
Member of Quebec Legislative Council



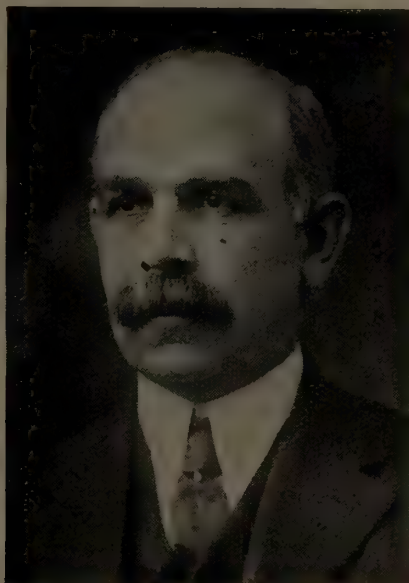
Hon. John C. Kaine (Stadacona), P.Q.
Member of Quebec Legislative Council



N. P. Tanguay, M.L.A., Weedon, P.Q.
Member for Wolfe



Rodolphe Tourville, M.L.A., Montreal,
Member for Maskinonge



Ed. Ouellette, M.L.A., Pierreville Mills, P.Q.,
Member for Yamaska



Hon. (Dr.) J. H. King, Cranbrook, B.C.
Minister of Public Works for B.C.



Col. W. B. R. Hepburn, M.P., Picton, Ont.,
Assistant Director, Overseas Forestry Corps
in England



Walter M. Ross, Ottawa, Ont.,
Recently elected director of C.L.A. for
three year term



F. W. Cotter, Montreal, P.Q.,
Recently elected Treasurer of Montreal,
Lumber Association

Suggests Forestry Service for North

Returned Soldiers Could Be Employed in the Work of Conservation and Development—The Plan Outlined

A. R. Lawrence, of Toronto, who has spent considerable time in Northern Ontario, and was engaged in engineering work along T. & N. O. Railway during its construction, has a plan which, if carried out, should aid materially in the work of conservation and development in the northland. With a force of about 500, for the most part composed of returned soldiers, but including the better part of the existing fire ranging organization, he believes that a body which might be known as the Ontario Forestry Service, could do effective work. He points that a force of the size he mentions could be maintained by an expenditure of \$600,000 annually, whereas at the present time, in fire ranging and wood ranging, and the employment of game wardens and homestead inspectors, the province spends nearly a million dollars a year. Besides these duties the proposed new force could undertake police duties and later work in connection with reforestation. Such a force could be organized similarly to the Northwest Mounted Police Force, which organization has proved an important factor in the growing days of the prairies. In an interview this man from the north said:

"An organization such as the proposed Ontario Forestry Service could consist of a headquarters operating with a forestry board, who could conjointly arrange the policy of all forestry matters and employ the personnel of the service, taking into consideration medical fitness and competency.

"The area to be safeguarded would be divided into four districts, with a district commander in charge. The district commander could be in charge of 100 to 125 permanent men and his authority could be limited to such extent as settled by the forestry board. Each district could be divided into four posts, with a post-commander or supervisor over one-quarter of the permanent force of the district.

"So that with four district headquarters and sixteen posts the country would have twenty permanent points where they could obtain assistance and where they could have their business settled quickly. From the sixteen posts the men of the Forestry Service branch off to do the actual patrol work and other duties.

"The headquarters of the Ontario Forestry Service, the four district headquarters and the sixteen posts could be linked together by wireless, and attached to the four district headquarters a limited number of airplanes, fitted with wireless, used for the same purpose as in the army, namely, for observation and getting in touch with the ground or fire-fighting force when a fire is located.

"Our first duty is prevention—prevention of fires being started. This can only be done on the ground by an efficient force seeing that fire hazards are removed outside the danger season, and that fires are not allowed to run rampant in the danger season.

"Airplanes or hydroplanes have their use and should be used in reasonable numbers for the only purpose for which they are designed, that is, for observation, and equipped with wireless and the maps of the country squared on the French system. They would be of great value in notifying the posts when a fire is located, but the root of the whole situation lies in proper prevention, and this view must not be lost in any plan that is being considered."

Canadians Will be Busy in Britain

A syndicate of Canadians, each member of which is at present in the Canadian Forestry Corps, has taken a contract from the British Government Timber Supplies Department for the manufacture of logs cut by the Forestry Corps during the past winter in British timber areas. It is believed that about 20,000,000 feet of lumber will be supplied by the contract.

Canadian forestry men who desire to enter the employ of the syndicate will be demobilized in London. They will receive the service gratuity, but will forfeit their return passage to Canada. The syndicate guarantees to return all Canadians to their homes on the completion of the contract, and a number of Canadians will take advantage of the offer.

The Coast Secures Big Lumber Order

A recent despatch from London, Eng., says: Negotiations with the Imperial authorities have been completed whereby timber orders are secured which the authorities state should set the mills of British Columbia and other parts of Canada going full time for many months.

Orders, the exact amount of which cannot be disclosed, cover sleepers, crossing timbers, and merchantable common timber on the basis of the price cabled by the British Columbia Minister of Lands and Forests. Mr. Wade, the agent general of B. C., states the arrangement fulfils most of the requests of the Government,

and is a great boon to the province at a most critical time, when spruce cutting for aeroplanes is practically ended.

With many thousands of unemployed and immigrants entering Vancouver at the rate of 2,500 weekly, 425 provincial timber mills were on the point of closing down. Mr. Wade anticipates one consequential result of the renewed activity to the milling business—the immediate construction of house buildings of all kinds, thus relieving the house famine in Vancouver and other cities. A further effect should be the renewed demand for land for building purposes.

Last of Noted Family of Lumbermen

W. T. C. Boyd, the sole surviving son of the late Mossom Boyd, who operated a large sawmill and extensive timber limits at Bobcaygeon, Ont., died recently at the residence of his sister, Mrs. Alf. Belcher, Peterboro, after an illness of some duration. The deceased was president of the Mossom Boyd Company Ltd., and the Cowichan Lumber Company, who own extensive berths in the Pacific Coast province. The late Mr. Boyd was 60 years of age and leaves a wife, and three daughters, the latter being Mrs. C. E. Dowding of Toronto, Gladys R. in Peterboro, and Rita Aileen, in Toronto. There were three sons, all of whom have passed away within the last few years. Private Thornton B. Boyd, a member of the Princess Patricia's, was killed in the second battle of Ypres, in June, 1916; Eric Mossom Boyd was drowned in October, 1917, while duck shooting near Bobcaygeon, and Lieut. Herbert C. Boyd, who was a member of the King's Own Yorkshire Light Infantry (Imperials) was gassed while fighting in France, and died in Peterboro some months after his return to Canada. The family has thus suffered severe affliction.

Mossom Boyd died in 1883 and his lumbering interests were actively conducted until some eleven or twelve years ago, when the mill was dismantled and the limits sold, by M. M. Boyd, who passed away in June, 1914, and latterly by W. T. C. Boyd. Another brother, Gardiner Boyd, who was a broker in Toronto, died some twenty years ago. Thus the last link in a historic family, which has played a prominent part in lumbering operations in Ontario, has been removed, in the person of W. T. C. Boyd.

Modern New Saw Mill Starts Up

Finished and equipped on schedule time, the new Elburne Saw Mill at Point Grey, B. C., replacing the one burnt down last July, began to operate recently. Some of the latest ideas in mill machinery have been installed, and the present mill has a capacity of 100,000 feet a day. Timbers as long as 100 feet can be sawn. The planing mill, formerly driven by steam, will now be run by electric power. The motor power of the plant will be generated by a pair of marine type engines with a 12,000 horse-power for all possible requirements. The improvements which the new plant represent can best be understood when it is recalled that the daily output of the old mill was 65,000.

The feature of chief interest in the new plant is the overhead electric crane which is the first of its type to be installed in the district. This crane will take care of the entire cut of timbers and will, it is anticipated, reduce the handling cost of timber to a minimum. The crane is equipped with three direct current motors, of 25, 15 and 10 horse-power respectively, the power for which will be generated by a 70 horse-power generator. The crane-way extends about 600 feet in length, and runs out over the water, thus making it an easy matter to load the timbers directly on to the scows. Cars can be loaded with equal facility at the other end of the crane-way.

Would Further Restrict Transit Shipments

A conference was held in Chicago recently between representatives of the Retail Trade of the United States and the Lumber Manufacturers touching matters of trade extension and advertising the means of stimulating building activity under present conditions, the promotion of home building and transportation conditions in lumber shipments.

Specific action by the committee of retailers was taken, looking to the appointment of a committee to go to Washington to lay before Director-General Hines the desirability of the railroad administration placing further control upon the use of transit shipments of lumber.

Discussion was made of the desirability of securing standardization of nomenclature, sizes and grades for all competing species of ordinary structural lumber. This was put into a resolution which will be submitted for the consideration of the regional associations of lumber manufacturers.

It was likewise recommended to the lumber manufacturers that some provision be made for the more careful, more rigid and systematic inspection of lumber, possibly through the medium of joint inspection by both manufacturers and retailers.

Retail Lumbermen Get Together

Enthusiastic Meeting Held at Stratford and District
No. 7 of O.R.L.D.A. Successfully Launched

The movement for the formation of local branches of the Ontario Retail Lumber Dealers' Association, which was started in December last by the organization of a branch at Orangeville, Ont., and was given official recognition by the passing of a resolution at the annual meeting on February 11th of this year, has been further advanced by the formation of another branch as the result of a meeting of dealers which was held at Stratford, Ont., on March 18th. There was a good attendance of dealers from towns which are within an easy day's return trip from Stratford. The meeting was held in the Mansion House and was attended also by the Secretary of the Ontario Retail Lumber Dealers' Association.

The calling of this meeting was the result of a previous meeting at which Mr. R. Oliver of Listowel had acted as chairman and Mr. E. Kalbfleisch of Stratford, as secretary. At the organization meeting on March 18th, the former chairman and secretary were again appointed. The chairman then asked the Secretary of the Ontario Retail Lumber Dealers' Association to address the meeting

Mr. Rose, representative of the Canadian Timber Products Association, who originally secured the order in competition with representatives of other countries, left England for Paris.

The particular business of Mr. Rose in France just at the present time is to attempt to make arrangements with the French Government to secure a lower freight rate, or arrange ocean transportation of the portable houses from Canada to France.

The order which, as was explained in the last issue of the "Canada Lumberman," was subject to the acceptance of the C.T.P.A., has not been formally accepted for Canada, as yet, on account of the uncertainty as to what can really be done in the lowering of the ocean freight rate.

Though nothing by way of official announcement was made, it is understood that the members of the C.T.P.A. have been busy for the past week or ten days trying to bring about a solution which will help cut down the freight rate. A high official of the Canadian National Railways, which has a certain amount of ocean tonnage at its disposal, was in Ottawa recently and the situation was taken up with him by the parties interested.

At this meeting it is reported that the official was of the opinion that the portable houses could not be carried to France at a rate



Robert Oliver, Listowel, Ont.,
Chairman of the newly formed District No. 7



E. K. Kalbfleisch, Stratford, Ont.,
Secretary-Treasurer of the newly formed district



G. S. Zimmerman, Tavistock, Ont.,
Member of the District Committee

and explain the objects and work of the Association. Mr. Boulton spoke for about half an hour and at the conclusion of his remarks the dealers present discussed the proposition to form a local branch of the association. There was not a dissenting voice and a motion was carried in favor of organizing. The following officers were then elected for the year 1919:

Honorary Chairman—R. Oliver, Listowel; Honorary Vice Chairman, J. Boshart, Milverton; Honorary Secretary-Treasurer, E. Kalbfleisch, Stratford; District Committee, G. S. Zimmerman, Tavistock; E. Fleischauer, Stratford; D. C. Baird, St. Mary's; P. Ament, Brussels; J. J. Cluff, Seaforth.

Considerable discussion ensued regarding the advisability of charging a membership fee, and it was decided that there should be a nominal fee of \$2.00 a year.

The next meeting of the branch will be held on May 20th. The committee intend to prepare an important programme of matters for discussion at this meeting, and as the roads will be in good condition by that time it is believed that there will be a good attendance as dealers will be able to motor to Stratford. Directors to represent the district on the Board of Directors of the Ontario Retail Lumber Dealers' Association will be elected at the meeting on May 20th. The new local branch will be known as that of District No. 7.

The Latest on the Portable House Order

Failing to obtain any concessions of help so far as ocean freight rates are concerned, the members of the Canadian Timber Products Association are making representations to the French government to secure relief, in connection with the placing of Canada of an order for 10,000 portable houses, having an estimated value of \$6,000,000, says the Ottawa correspondent of the "Canada Lumberman."

This information became known at Ottawa on March 26th, when

lower than fifty cents per cubic foot. The members of the association, it is stated, finally got some assurance that their product would be carried at actual cost, which they claim should be around twenty-five cents per cubic foot, allowing one hundred per cent. increase for food, fuel and labor over pre-war rates.

The matter, as it now stands, is that the proposition is going to be put to the French Government that the houses be accepted for delivery f.o.b. Montreal, and that the French Government arrange for their transportation across the Atlantic on French steamships.

If this is done it will remove the big hazard of high ocean rates, which now makes it problematical whether Canada will or will not have to turn down the order.

One of the members of the C. T. P. A., who recently returned from a tour in New York state, stated that the opinion of lumbermen there was one of congratulation to Canada on having secured such an order.

"What is the feeling about the ocean freight rates over there?" asked the "Lumberman."

The opinion was that if they had secured the order they would have gone ahead and accepted it, and arranged the freight rates later was the reply.

On an estimate given to the writer the building of the 10,000 portable houses in Canada would altogether furnish employment for about two thousand, two hundred men for many months. No further steps have been taken by the Federal Government to remedy the situation.

The adoption of the Housing Bill in the Ontario Legislature makes available at once in Ontario the sum of \$10,000,000 or \$12,000,000, of which the province loans \$2,000,000 and the Federal Government the rest, for the building of houses costing not more than \$3,500 each, including land.

Personal Paragraphs of Interest

Geo. W. Grier, of G. A. Grier & Sons, Montreal, is spending a few weeks in the Sunny South.

F. W. Cotter, Montreal, manager of Dobell, Becket & Co., Quebec, was on a business trip to St. John, N. B., recently.

G. C. Piche, chief forester for Quebec, has returned from a visit to the Old Country where he has been spending some time.

W. Wigg, late of Greig, Morris & Co., Ltd., Montreal, has joined the Montreal staff of the Canadian General Lumber Co., Ltd.

F. C. Baker, of the Devon Lumber Company, Quebec, P. Q., was in Toronto recently on business and called upon the members of the trade.

John M. Berry, of the Berry Lumber Company, New York, who represent Terry & Gordon, of Toronto, spent a few days in Toronto recently.

E. W. Tickle, of Tickle, Bell & Co., timber merchants, Liverpool, England, spent a few days in Toronto recently calling upon the members of the trade.

W. F. Beck, of the C. Beck Mfg. Co., Limited, Penetanguishene, Ont., has been spending several weeks in the Sunny South and is expected home soon.

W. B. Snowball of J. B. Snowball & Company, of Chatham, N. B., who has been spending some time in the south was in Vancouver, B. C., recently on his way east.

W. T. Mason, of Mason, Gordon & Co., Montreal has been confined to his home for a few days through sickness, but is making good progress toward recovery.

Paul E. Kendall has been appointed advertising manager of the Long Bell Lumber Co., of Kansas City, Mo. He was formerly with the Ferry-Hanly Advertising Company.

A. H. Campbell, of Campbell-MacLaurin Lumber Co., Montreal, who returned recently from spending several weeks in Atlantic City, was in Toronto lately calling on the trade.

H. I. George, of Buffalo, who is a well known member of the firm of the Canadian General Lumber Company and Graves, Bigwood & Company, is spending some time in Toronto on business.

Robert A. McKenzie, who has been building inspector in Vancouver, B. C., for several years, has resigned. He will go to China to supervise important undertakings for large construction concerns there.

H. C. Blair and L. Rolland, of Blair & Rolland, Ltd., Montreal, have been on a business visit to New England cities. They also attended the convention of the National Wholesale Lumber Dealers' Association at Philadelphia.

J. B. Knox, of Knox Brothers, Ltd., Montreal, has returned from his trip to England. His visit was a business one with a view to obtaining first hand information as to the prospects for export, particularly in connection with B. C. products.

Harry Brown, formerly on the selling staff of the Atlantic Lumber Co., Toronto, who enlisted for overseas service with the 48th Highlanders and was later promoted to the rank of lieutenant with a Liverpool regiment (Imperial army) is returning to Toronto and will resume his old position with the Atlantic Lumber Co.

John B. Benson, a former Provincial land surveyor, and latterly a timber expert of some prominence, died in Midland recently. He was born at Napanee eighty-four years ago, and had lived in Midland for thirty-eight years. The deceased was a son of the late John Benson, Collector of Customs at Napanee, a United Empire Loyalist.

John Chelew, formerly of the Chelew Lumber Company, Toronto, and W. A. Burt, formerly with the C. G. Anderson Lumber Company, Toronto, have organized the firm of W. A. Burt & Company, battery supplies, 5 Berti St., Toronto, and are doing a large business in storage batteries, battery supplies, etc., in the automobile line.

A. S. Carson, C.E., of Montreal, has been appointed secretarial manager and permanent organizer of the Association of Canadian Building and Construction Industries which was organized some time ago. Mr. Carson has had over thirty years of engineering experience and business association on a large scale in Great Britain, the United States and Canada.

H. A. Frank, managing director of the Nova Scotia Shipbuilding & Transportation Company Ltd., N. S., has been appointed managing director of the Miramichi Construction Company. The new company has taken over the assets of the International Shipbuilding Company, Newcastle. A wooden ship of 540 tons is being completed and another smaller one will be built in the near future.

Thos. Nicholson, of Vancouver, has been appointed representative of the Vancouver Lumber Company at Calgary and has entered

upon his new duties. He succeeds K. C. G. Bockus, now the Montreal representative of the Allen-Stoltz Lumber Company. Mr. Nicholson has been with the Vancouver Lumber Company for a number of years and his recent promotion is well deserved.

Howard J. Searight, secretary to Brig. J. B. White, D.S.O., manager of the woods and lumber department of the Riordon Pulp & Paper Co., Montreal, died on March 11th from pneumonia, after a week's illness, aged 26. He was a native of Norwood, Ont., and was connected with the head office staff of the company for eight years. The burial took place at Norwood. Mr. Searight leaves a widow and two children.

E. A. Coryn, representing Melbar Smith, 22 Cullun St., London, England, was in Toronto during the past few days and called upon the members of the trade in the interest of forming connections in hardwood and softwood lumber for shipment overseas for his firm. Mr. Coryn was for some time inspector on air craft supplies for the United States army and has rejoined the concern with which he was formerly identified.

William Hadley, of the Hadley Lumber Co., of Chatham, Ont., well known to local lumbermen and formerly Supreme Snark of the Universe of Hoo-Hoo, was in Chicago recently says the "American Lumberman." He expressed himself optimistically about future business in Canada, saying that in Ontario alone \$11,000,000 had been appropriated for a housing program. He thought that generally the lumber men would experience a good business in the coming season.

Major A. W. Gaffrey, M.C., of the 42nd R. H. C., who has just returned from the front, is the son of Mr. W. K. Gaffrey, president of the Montreal Lumber Company. Major Gaffrey is one of the original officers of the R. H. C. who made such a glorious record in the war, and who received a very enthusiastic welcome on their return to Montreal. He was wounded at Courcellette in September, 1916, and returned to Canada, rejoining the battalion in France in July, 1917.

The Anglo-Canadian Lumber Co., at the head of which is J. H. Lavallee, of Orillia, Ont., has opened an office at 21 Tanner and Gates building, 26 Adelaide Street, west, Toronto. The company will do an export trade and Mr. Lavallee returned a few weeks ago from France and Great Britain. For many years he conducted the Orillia Export Lumber Co., and also did business under his own name. He is widely known in the lumber industry, and has established important foreign connections.

D. A. Gordon, ex M.P., died recently in Braithwaite, La., and the remains were brought to his former home in Wallaceburg, Ont., for interment. He had been identified with the progress of that town for many years first starting in the stove business, then branching out in the glass works, beet sugar plant, brass works and other industries. He always took a deep interest in municipal matters, serving in the council and later as Mayor for three years. In 1904 he was elected to the Dominion House as Liberal member for East Kent and held the seat until 1911. For some time he had been devoting his attention to his timber holdings in the South. Mr. Gordon was born in Wallaceburg in 1858, and is survived by his wife, one daughter and eight sons.

A. E. Smith, son of W. J. Smith, wholesale lumber dealer, Weston, Ont., has joined the selling staff of Read Bros., Limited, Toronto, and will cover Western Ontario. He was engaged in the service of this firm for some time previous to the outbreak of the war. Mr. Smith, who was formerly in the employ of the Victoria Harbor Lumber Co., Victoria Harbor, and T. H. Hancock, Toronto, as well as holding important positions in New Ontario and in British Columbia, has had extensive experience in the woods, yard and mill manufacturing end of the lumber business. Many friends in the trade are pleased to welcome him back into the selling ranks.

Major E. I. Harrington, of Toronto, has recently taken over the Canadian business for the Paine Lumber Company of Oshkosh, Wis., manufacturers of the popular "Korelock" veneered doors. He will also represent M. B. Farrin Lumber Company of Cincinnati, manufacturers of the Century brand of hardwood flooring and kiln dried oak. Major Harrington has been in the lumber business most of his life and feels that he knows something about the game. He has devoted special attention to doors and is pleased to represent the products of the Paine Lumber Company. After three years' service in the Canadian army the Major says he may be a little stale in the game, but like thousands of others he must come back and he is coming back in a sure and satisfactory manner. Major Harrington is doing business at 69 Yonge Street Arcade and his many friends are pleased to welcome him in the forest product ranks once more. He was for some years with the Canada Lumber Company and has a wide experience in the lumber industry, having been since 1910 engaged in that line in Toronto.

Square Dealing in all Trade Relations

The retail lumberman who places an order with a wholesaler or manufacturer and later countermands it for no other reason than a drop in price, is not unknown in Canada, as well as across the border. At the recent annual meeting of the Retail Lumber Dealers' Association of New York State, held in Buffalo, the following resolution was carried, and will be read with interest:

Whereas, the Retail Lumber Dealers' Association of the State of New York has succeeded in securing shipment of many orders placed by our members, in some cases three years prior to this date, and since there has come to the attention of our officers cases where retail dealers have ignored their obligations by reason of market decline,

We hereby resolve in the spirit of justice and fair play that all complaints of cancellation of orders by reason of rise or fall in market price, shall be brought to the attention of the committee on Trade Relations and Arbitration. If, in the opinion of this committee, any member cancels an order purely because of market decline, and without good reason, this Association, through its secretary, shall ask for surrender of membership of such member in the said association, and,

Further be it resolved, that the Retail Lumber Dealers' Association of the State of New York ask its members to support, by buying from such manufacturers and wholesalers who have and will show a spirit of co-operation with our association in its effort for square dealing between ourselves, manufacturers, wholesalers, and customers.

Motor Truck Plant of the National Steel Car Company

Just three years ago the National Steel Car Company of Hamilton started to build a Canadian motor truck, in spite of the fact that it seemed an almost impossible undertaking owing to the great popularity of trucks built in the United States which were well known to the public, having been tremendously advertised by their makers.

The name chosen for the new Canadian truck was the "National," with the striking, distinguishing radiator plate, a Union Jack enamelled in colors.

J. L. Acker, the man who put the National truck on the map, came to Hamilton from New York city, where for the past few years he was connected with one of the largest manufacturing concerns of this kind.

Mr. Acker is an old Ontario boy, being born and having lived for many years in Middlesex county.

Business has grown so rapidly that it is found necessary to entirely rebuild the motor truck department, which is part of the National Steel Car Company's plant. This is the largest plant of its kind in Canada. Plans have already been prepared and it is expected the new buildings will be under way almost immediately and when completed will represent the most up-to-date motor truck plant in America.

That the National has proven popular is easily seen. The fact that they are built in Canada makes the securing of parts an easy matter. Up to the present time they have specialized on heavy duty trucks, two, three and a half and five ton capacity. They are now getting under way a lighter truck—one, one and a half and two ton, suitable for the needs of the farmer.

The driver knows that when a heavily loaded truck slams into mud holes, bumps over crossings, and is jolted, jarred and banged about day after day, something's going to "break loose" unless it's a mighty good truck. So, after all, the man who actually handles the truck is the only one who is in a position to give you the real inside facts about its performance.

The Quebec Government Bill for industrial housing is now law, and there is a movement towards getting quick action in the matter of putting the act into effect. The building supply houses state that inquiries for material are coming in more freely, and there are some good sized building projects in view, including a custom house estimated to cost \$500,000.

Says Building Costs Will Be Maintained

One of the great problems of reconstruction is the supplying of adequate housing facilities. This matter is of immense importance to every person, no matter what his profession; and it is composed of so many elements that a reasonably accurate conclusion is possible only if the whole subject is considered, says C. W. King, of Shreveport, Pa., who contends that prices for material will not be lowered in a long time. He bases his observations on the following grounds: Many different kinds of material enter into the construction on a building, and the causes that produce an increase in price of one material may not be operative in the case of another material. Labor costs are determined not alone by local supply and demand but by such remote things as Bolshevism in Europe.

There is a great campaign in progress to induce people of means to build as a matter of patriotism. A patriotic appeal is effective in a war crisis, but it is not very effective in such a case as the present building emergency. The average man must see an adequate return from an investment.

The first thing to be considered is the economic law that as the price of gold goes down the price of other articles goes up. As money becomes plentiful the price of commodities advances. The incoming gold from Alaska helped in the steady advance of prices prior to 1914. At the beginning of the war there was a scramble on the part of the belligerents to buy in America markets. This unprecedented demand served to raise prices. It also brought in foreign gold and will continue to bring it in in the form of interest on indebtedness. This flood of gold will serve to maintain high prices.

Every country must do a certain amount of building to care for increased population and to replace wornout structures. This building has been checked during the war period and must now go forward at an increased speed. England was 250,000 dwelling houses behind her needs a year and a half ago. Every country engaged in the war and many neutral countries are behind. Germany followed out a cold-blooded policy of destruction in France and Belgium in order to



cripple these countries as trade rivals in the period following the war. This destruction must be made good. Europeans do not wish to sacrifice their forests for a big manufacture of lumber and will, if possible, import lumber. When shipping conditions clear up this will mean a large drawing off of building materials to Europe with consequent stiffening of prices.

Every honest, hard working laboring man is deserving of respect and consideration; but it is just as necessary that labor sit steady at this time as that capital avoid both senseless panic and unjustifiable greediness. There is a large number of "drifters" among laboring men. They become tired of a job in a few weeks and move to a new location, and they very often will work only enough to keep from starving. This labor turnover causes a constant disruption of the organization and a lowering of efficiency. The present wage scale may be accepted as permanent, but this does not mean that the cost of labor will not be lowered. As labor becomes more plentiful the "drifters" will value their jobs more, and this will make for lessened labor costs; but it is not wise to expect too much from this.

The annual meeting of the members of the Millwork Cost Information Bureau will occur at Chicago on Wednesday, April 23rd, and a general meeting of the entire Millwork Industry will occur on the preceding day—Tuesday, April 22nd. Both meetings will be at the Hotel La Salle.

B. C. Timber Lands Increase in Value

By W. L. Keate, Vancouver

A well known and very popular wealthy lumberman once said that the only money he ever lost on timber investment was on the timber he didn't buy.

In purchasing timber an investor should do three things. First—Satisfy himself that he has the timber by conservative examination made by competent cruisers of unquestioned reliability. Second—Pay for it. Third—Forget that he owns it for a term of years.

Timber is essentially a long time investment. It requires patience to realize a full return of adequate profit, besides financial ability to

ope for a long time. Dis-organization prevents production. Organized production right here at home means a demand for forest products for various purposes, too numerous to detail.

Lack of confidence in the future is temporarily holding back natural development and construction everywhere but as soon as Mr. Citizen can bring himself to realize that despite unrest and unsettled conditions, the right must eventually prevail, then we can go ahead on long deferred improvements with no fear of tomorrow.

Here in British Columbia we have good timber of species varied to suit most any requirement, protected waterways for its transportation to market and fair timber laws. The matter of development of these resources will surely materialize, sooner I believe, than many think.

The timber owner has been sitting tight for a long time, but I believe he will be like the man who drew four aces in the "consolation" hand. He will collect and will decide after all, it is not a bad game.

Sudden Death of Charles McGibbon

Charles McGibbon, of the McGibbon Lumber Company, Penetanguishene, Ont., died suddenly on Saturday, March 22nd, at Glenwood Springs, Colo., when enroute to visit his son, Lieut. Finlay McGibbon, of the McGibbon-Hodgson Lumber Company, of Cedar Cottage, Vancouver. Lieut. Finlay McGibbon recently returned from the front. It was only a few days ago that Mr. McGibbon left Penetanguishene to visit Denver, Salt Lake City, San Francisco, Los Angeles and Seattle, intending to be away for a couple of months. He was stricken with apoplexy and passed away a few minutes after being admitted to the hospital at Glenwood Springs, Colo. The late Mr. McGibbon was for a number of years inspector of Indian Agencies for the Province of Ontario.

Besides his eldest son, Finlay, he leaves three sons, Archibald, Norman and David, who are connected with the business in Penetang; one daughter, Mrs. W. J. Beck, whose husband is overseas, and also the youngest son, Capt. John McGibbon. His loss is mourned by his mother, three brothers, John, Peter and Donald, all of Sarnia;



A stand of B. C. Douglas fir

carry the investment for an indefinite period. But possessing these requisites, and by following the above mentioned rules, there can be no question of eventual profit.

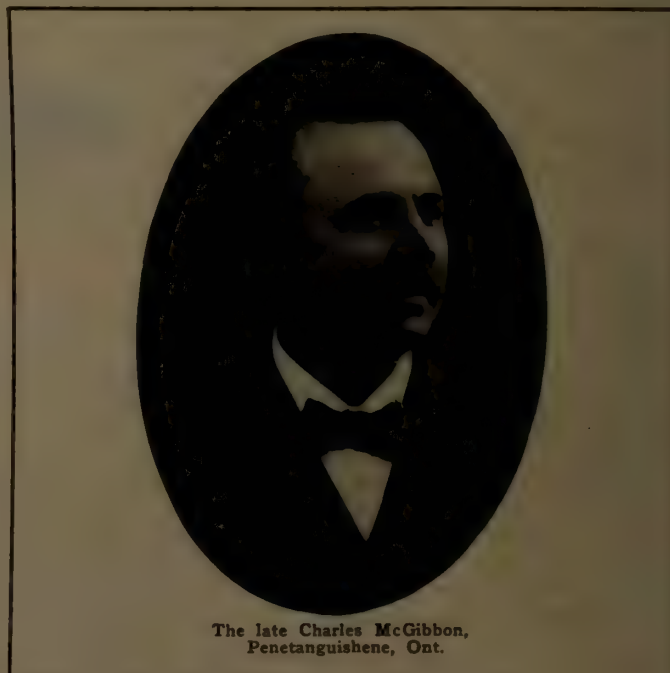
We have been passing through probably the greatest period of unrest and grief the world has ever seen during the past four or five years. A time when absolute necessities such as ammunition and food products have been in great demand while the demand for forest products during the war period has not been normal.

Have the railroads been making betterments during the war period? Has the farmer, the merchants, the ordinary citizen been building his new house or barn? They have not; they have been advised to wait, to hang tight to their money, to see which way the "cat jumps."

All of this has had a tendency to prevent Mr. Timber Owner from realizing on his investment. It is safe to say then that practically the only timber selling on the coast during the past several years has been moderate sized tracts for immediate operation. But so far as the timber of British Columbia is concerned, the country has not really begun to be opened up as yet. It is still a district of moderate sized operations, with the exception of half a dozen instances.

So far as European demand for our forest products is concerned, many seem to think the European is going to suddenly change from his habit of centuries and build with wood in place of stone and brick for general building purposes. This seems unreasonable to me and while there will no doubt be large orders placed from Europe for heavy construction timbers, in my opinion the great demand for forest products will come from this North American continent of our own and the Orient, our natural market for surplus stock.

Mr. Hoover, and others who know, say we have got to feed Eur-



The late Charles McGibbon,
Penetanguishene, Ont.

three sisters, Miss Bella, at home; Mrs. S. A. Armstrong, Toronto, and Mrs. Fred Clement, of Kitchener. Mrs. McGibbon predeceased him six years ago. Mr. McGibbon was a former Mayor of Penetang, and served as warden of the County of Simcoe in 1888, as superintendent of the Indian Agency at Christain Island for sixteen years, and later as inspector of Indian Agencies for the province. He won much praise for his intelligent and sympathetic adjustment of many matters pertaining to the welfare of those under his charge. In politics he was a staunch Conservative, and in religion an active member of the Presbyterian Church, being for many years chairman of the board of management of the congregation at Penetang.

Present High Freights Must Continue

Says Board of Railway Commissioners Owing to Labor Costs—
What About Increased Demurrage Charges?

"Whereas the increased railway freight rates and the increased demurrage charges were adopted as a war measure; Be it resolved that the Dominion Board of Railway Commissioners be asked when we can expect cancellation of the same."

The foregoing was one of the resolutions passed at the recent annual meeting of the Ontario Retail Lumber Dealers' Association held in Toronto. A copy was forwarded to A. W. Cartwright, of Ottawa, Secretary of the Board of Railway Commissioners for Canada, by the secretary of the Ontario Retail Lumber Dealers' Association, Toronto, and the following reply was received:

"I am directed to advise you that the conditions as to wage costs which were primarily responsible for the enactment of Privy Council Order under which the increased rates came into force are still in existence, and that instead of there having been decreases in this respect there have been increases. The returns of the companies are carefully checked up from month to month, as provided for in said Order, and conditions in respect of cost are not yet such as to justify a reduction in the rates, nor does it appear from the operating costs that a reduction can be made in the near future."

It will be noticed the contention is set forth that the increased freight rates have been brought about largely through conditions calling for higher wages which it is stated, are still advancing.

No reference is made in the communication from the Board to any justification for the continuance of the higher demurrage charges. On this point the Secretary of the Ontario Retail Lumber Dealers' Association has written the Board of Railway Commissioners of Canada as follows:

"We thank you for your letter re demurrage increases and freight-rate increases. We note your reference to the fact that wage costs, which were primarily responsible for the enactment of Privy Council Order, under which the increased rates came into force, are still in existence, and that it appears, therefore that a reduction cannot be made in the near future."

"We assume that, in making this reference you refer to the increased freight rates, because it does not seem to us that the same point can be made with any great force in connection with increased demurrage rates, the primary reason for which was the necessity to relieve the car shortage and furnish more cars for the shipment of war materials."

"Our members are strongly of the opinion that, as this situation has been fully relieved, the increased demurrage rates should no revert to their former levels. We will appreciate an assurance that your Board will give this subject your early consideration."

The Former Kaiser is Now Lumberjack

A recent cable from Amerongen, Holland, says that former Emperor William recently completed sawing into logs his thousandth tree since he took refuge at Count Von Bentinck's castle last fall. From the tree a few logs were converted into souvenirs and marked in red ink with the inscription "W 2." As he was completing his task a young countess took a snapshot of Herr Hohenzollern and his assistants, Dr. Foerster and Captain Von Iseemann, together with the young gardener who adjusts the logs on the bench for the ex-ruler to saw them. Expert sawyers compute the value of the wages which Herr Hohenzollern would have earned if he had been paid the trade union rate, at about \$30 for the whole period.

Why Build Now?—That's the Question

There's a reason! And a very forcible one! One that retail lumber dealers should take into account in the work they do to promote building, and here it is, says "The Retail Lumberman":

Real estate values are more depressed right now than at any other time during the past fifteen years. There is no question but that, upon the resumption of building activities, real estate values will advance and the chances are that such advances will more than offset any reduction that is likely to take place in the matter of materials and labor, so that taking everything into consideration, there is no good reason for delay in building.

We simply present this thought with the idea that it may be helpful to our readers in their discussions with prospective builders and supply them with an argument as to why contemplated improvements should be made now instead of waiting for more favorable

conditions which may never come, and which, at the best, cannot come within a period of time that would justify delay.

It is to be presumed that lumber dealers are doing all they can to promote building. People have more money now with which to build than they ever had. No form of investment is more secure or satisfactory than the investment made in a home, or in good, substantial rental property. Therefore, lumbermen are really serving the best interests of their patrons by persuading them to build now.

A speedy resumption of building activity throughout the country, in addition to giving employment to idle capital, will serve another and no less desirable or necessary end—it will furnish employment for our boys who are being released from military service by the thousands and who must be speedily re-established in civil pursuits or great hardship will result.

It would be gratifying indeed if lumber dealers would begin a concerted movement to stimulate building activity. With every good argument in favor of this action, and none against it, the promise of making it a very successful movement of national scope is alluring enough, we believe, to appeal to the intelligence and business shrewdness of everyone interested directly or indirectly in the building business.

Let's start the movement!

How to Kill a Trade Association

1. Don't come to the meetings.
2. But if you do come, come late.
3. If the weather don't suit you, don't think of coming.
4. If you do attend a meeting, find fault with the work of the officers and other members.
5. Never accept an office, as it is easier to criticise than to do things.
6. Nevertheless, get sore if you are not appointed on a committee, but if you are, do not attend the committee meetings.
7. If asked by the chairman to give your opinion regarding some important matter, tell him you have nothing to say. After the meeting, tell everybody how things ought to be done.
8. Do nothing more than is absolutely necessary, but when other members roll up their sleeves and willingly, unselfishly use their ability to help matters along, howl that the association is run by a clique.
9. Hold back your dues as long as possible, or don't pay at all.
10. Don't bother about getting new members, "Let George do it!"

These ideas are worth pondering.

DR. BELL'S

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Why Lumber Prices Will Hold Firm

Lumber experts who are co-operating with the Information and Education Service of the Department of Labor at Washington predict that the prices of lumber now in effect will remain at the present level, or if any change is made, it will be an upward movement rather than a drop in prices. It will also be seen that the upward movement in prices of lumber is not so much one of sympathy with other commodities as an economic necessity. These are the facts indicating an advance:

- Low stocks held by retail yards throughout the United States.
- Recent restricted building operations.
- Possible increase in foreign trade.
- Decreased ocean freights; these having already been reduced 66 2-3 per cent.
- Decreased supply of available timber and its distance from markets.

Large amount of capital and uninvested money which may be made available for investment builders under proper financial direction.

Conscious effort on the part of wealthy operators to maintain a price level that will enable them to secure an equitable profit.

Announced policy of the West Coast Lumbermen's Association and other large lumber associations of maintaining wages at their present level as long as the high cost of commodities continues.

Unfilled orders actually held by mills.

Small probability of decrease in western freight rates which will enable western woods to compete extensively with wood from other sections.

The Cost of Construction is Not High

A recent bulletin issued by the Department of Labor puts the matter in the form of a question: "Is the cost of construction high" and then proceeds to answer it in the negative. And the Department of Labor has taken the trouble to find out by the use of sources of information covering enough ground to make the answer correct, says the "Mississippi Valley Lumberman."

It has been determined, for instance, that at the close of the war the increase in building materials, exclusive of steel, had risen about 6.1 per cent over the pre-war prices of 1913, while commodities, exclusive of building materials, had risen 113 per cent. The average increases of wages in the construction industry in forty-one leading cities from 1914 to 1918 was only 28.5 per cent as against a rise in commodities of 94 per cent.

It is well known, of course, that there was very little commercial or private building during the war, and during the last few weeks of the war the government placed a ban on practically all building of this character. The result was that while there were plenty of employment and great increase in wages in other industries, the advance in wages in construction industry was comparatively low. At the same time the advance in the prices of commodities (the cost of living) kept pace with, if it did not exceed, the increase in wages in war industries. From this it may be concluded, with sound logic to back the conclusion, that there is little or no chance that wages in the construction industry will decrease.

Again, arguing from the standpoint of material prices, we find that the cost of construction materials, outside of steel, advanced only 61 per cent, while the cost of commodities, exclusive of building materials, increased 11 per cent. Other commodities may decline in price, but they must decline a considerable amount before they get back to the point where the war increase left construction materials.

In the government report we find the statement, "The fact is that the cost of construction is not high today. It is low compared with food, clothing and commodities in general. It is high only in comparison with its own pre-war level. Commodity prices will undoubtedly recede because food and clothing and many other things were affected by special war conditions; for example, scarcity of transportation which prevented shipments from distant countries to the Allies. But they cannot fall to the pre-war level. Although some readjustments in the wages of individual trades and in the prices of individual classes of building materials may take place, the cost of construction will not come down to such an extent as to endanger a judicious investment made today in the erection of a new building."

It is very evident that the housing facilities in most of the larger towns and cities are altogether inadequate to meet present demands. There was practically no building of this character during the past year, and much less than normal during the two or three preceding years.

As to the chances for a drop in lumber prices, we do not believe they exist. It is known that the cost of log production in the upper Mississippi valley lumbering regions has never been as high as during the season just closing, and the cost of operating saw mills during the coming season will be proportionately high. There is no surplus of stock either on hand or in prospect. Recent information from the

far west is to the effect that the mills have all the business they can handle, and that this business is coming from the far east, from the southwest and from the foreign and coastwise cargo markets. Yellow pine prices advanced immediately after the end of government control and have stayed up. Though there may be some reduction in the prices of other construction materials, and in the wages of labor, it will be partly, or wholly, offset by possible advances in lumber.

Now is the time to build.

Admiral Jellicoe's Message

The primary cause of the shameful surrender of the German Fleet was the loss of morale on the part of the personnel. This was brought about by the strangling effect of Sea Power on sea communications and the knowledge gained at Jutland that this power was irresistible. The significance of this to an Empire which is absolutely dependent on Sea Power for its communication is obvious. The lesson to the Empire is that we should never allow our Sea Power to be called into question. It is our Life Blood.

(Sgd.) Jellicoe.

Valuable Timber Limit Changes Hands

Sir William Price, President of Price Bros. & Co. of Quebec, and a number of directors of the Company, have recently formed a syndicate with a capital stock of \$500,000, and some time ago they acquired a timber limit on the Sault-au-Cochon river, about 180 miles from Quebec.

In a recent notice sent out by the new organization it is stated that the property consists of about 850 miles of limits under lease from the Crown, about 1,350 acres of freehold land, including the bed of the river, and two water powers. The limits are exceptionally well timbered and are estimated to contain over three and one-half million cords of pulpwood.

The river Sault-au-Cochon is a fine drivable river, and the property is a valuable one. Coupled with the 290 miles of limits, the 700 acres of freehold land, and the water powers owned by Price Bros. and Co., Limited, on this and adjoining rivers, this forms one of the most valuable properties in the province of Quebec.

Stocks at Manchester are Low

The monthly statement of spruce and birch on hand in Manchester and Liverpool, issued by H. W. Lightburne & Co., Liverpool, Eng., shows that stocks are very low. Here are the figures for February, covering the past five years:

		Spruce				
		1915.	1916.	1917.	1918.	1919.
Manchester	...	3,480	11,000	14,350	3,350	3,400
Liverpool	...	3,580	7,180	8,920	5,630	5,260
		7,060	18,270	23,270	8,980	8,660
		Stds.				
		Birch Logs				
Manchester	...	380	780	620	20	40
Liverpool	...	20	640	740	120	100
		400	1,420	1,360	140	140
		Loads,				
		Birch Planks				
Manchester	...	364	503	569	66	6
Liverpool	...	303	479	327	54	78
		667	982	896	120	84
		Stds.				

The establishment of a new record in fast ship construction for the American continent is marked by completion of the contract for the building and outfitting of 27 wooden steamers in British Columbia, by the Imperial Munitions Board. The last of the vessels, the War Squash, has just made her trial trip. The board completed the 27 boats from the laying of the keels to the final trials in twenty months, a record which the I.M.B. officials say has never been equalled on this continent.

The Stearns Salt & Lumber Company of Ludington, Mich., will discontinue all their lumber operations at that point after disposing of the balance of stock they have in hand. Their interests will henceforth be in the hands of the Stearns & Culver Lumber Company at L'Anse, Mich., and the Consolidated Lumber Company, Manistique, Mich.

Big Lumber Concern Further Expanding

W. C. Edwards & Company, Limited, of Ottawa, who operate large sawmills and extensive woodworking plants at Ottawa and Rockland, Ont., made application to Parliament for leave to increase their capital stock from \$4,400,000 to \$8,000,000 to enable the company to go into the pulp and paper business. It is stated that a large pulp and paper plant will be erected at Rockland. This industry is certainly a growing one, so far as Canada is concerned, the capital now invested in it being \$186,000,000, while the total value of production for 1918 is estimated at \$120,000,000, of which \$100,000,000 was exported to the United States, that country being Canada's largest customer. As ocean tonnage develops a large export business will be done with Great Britain, France, Japan, Australia, South Africa, New Zealand and other countries.

New Type of Arch Block for Lining Furnaces

The destruction of the brick lining in the fire chamber is a very serious item in the expense of operating a furnace. Sometimes it is necessary to dismantle the entire work in making repairs. It is obvious that besides the cost of repairs, it is frequently necessary, under this method, to shut down the furnace for several days. In instances where the furnace is operated longer than it should be, the brick lining is completely destroyed.

Several designs of furnace blocks have been constructed by J. W. Gates, Ltd., 382 St. James St., Montreal, with a view to overcoming these disadvantages, and also effecting an economy in the cost of maintenance. The firm is paying particular attention to furnaces used in connection with lumber, saw, and pulp mills. The new type of arch blocks is adapted to stoker arches, Dutch oven type of boiler setting, or H. R. T. boiler back arches and large fire door arches, reverberatory and smelting furnaces. The arches are constructed on the unit principle, so that any single block can be replaced without disturbing the rest of the brickwork. This is made possible by means of self-supporting and suspended feature of interlocking and keying the various blocks composing the arch. The arch is self-supporting, besides which there is an increased factor of safety—(but one that is not absolutely essential except when repairs are being carried out)—in the suspension framework provided. These are fabricated pieces of bar iron and built in truss form to insure lightness with strength, and yet permit of ample expansion and contraction without destroying the dovetail supports in the upper surface of the bricks. These truss cross bars are provided in numbers to suit the length of the arch, with longitudinal bars running at right angles to carry the bolts that support the arch blocks. The interlocking feature of the block has the added advantage of preventing the leakage of the gases through the intervening space. This particular type of arch can be applied separately or in conjunction with the side furnace blocks, also manufactured by this company.

Much Fault in Staking Out Lands

One of the evils which has existed for the past decade with regard to the staking of land came to light recently in the British Columbia Legislature, during the discussion on the cutting of timber on Lot 1497, Queen Charlotte Islands. The minister of lands showed where land claimed to be agricultural land (running less than 8,000 feet of timber per acre) was actually timbered heavily and should never have been permitted to pass to any holder, but retained as timber. The leader of the opposition was desirous of having an indemnity granted the title-holder.

Tens of thousands of acres of the best lands in the province are thus held, the fault apparently lying with both sides of the House, in that the very immensity of the province has made it practically impossible to thoroughly examine all lands applied for. Such questions would be forever settled if a fast rule were made that title could not be secured until a government surveyor or cruiser had passed judgment upon the timber growth.

Paper Association Will Adopt Trade Mark

The value of a trademark on goods has often been discussed. There are widely-known products trademarks which possess inestimable worth from their long association, originality and attractiveness. The Canadian Pulp and Paper Association has inaugurated a contest for a suitable and effective trademark or insignia, which will be appropriate for use as a label on the various lines of paper made by the members. The competition will close on April 15, and for the best and most striking design—the one that stands out the most prominently for its originality, simplicity, and distinctiveness—a prize of one hundred dollars is being offered.

In an official announcement it is stated that the purpose of the trademark is to increase the use of Canadian made paper, by enab-

ing purchasers readily to identify such a product as distinct from that made in countries other than Canada. The accepted design will be the basis of an extensive advertising campaign to familiarize the public with the facts concerning the paper making industry of the Dominion. The insignia must bear the words "Canadian Pulp and Paper Association," and lend itself to reproduction in various dimensions suitable for placing on ordinary boxes of stationery and for packages containing up to one thousand pounds of paper or more.

Canada Lumber Can Compete With Scandinavia

"There is no man outside of a qualified prophet who is able to tell you anything about the future outlook for the export of lumber from Canada," said a prominent Montreal lumber exporter recently.

"All poppy-cock," he snapped when asked if the report that the government would buy a large quantity of lumber in Canada for reconstruction meant much to the lumber dealers. "If they finally get settled down to normal conditions," he added, "then perhaps they will buy some lumber in Canada, as a matter of fact if they need a large quantity they will have to buy in the Canadian market."

There has been some speculation among Canadian lumbermen of late as to the conditions on the Scandinavian market. If the Scandinavian market could supply lumber cheaper than the Canadian market it was feared that the bulk of the Imperial government purchasing would go to the market which is nearer home.

"I have a report from Stockholm," said the exporter, "which shows that lumber on the Scandinavian market is just as high as ours. Their wages are just as high as ours and their supplies are costing as much and in some instances more, so they cannot take our Imperial market by reason of their better prices so far as I can see. There will be practically no export from Russia this season with the exception of a small amount from the White Sea region," he continued, "so this factor may be stroked off the slate."

The cut in Canada this year he said would be far below normal. Advices he has received from the Georgian Bay districts are to the effect that if the cut there is 70 per cent of normal this season it will be considered satisfactory. All over Canada the cut is down on account of shortage of labor during the logging season and the uncertainty of the markets. "There will be no cheap lumber in Canada this year," he concluded, "and those who are waiting for cheap lumber for building purposes have a long cold wait ahead of them if I can gauge the future at all."

May Re-open Timber Treating Plant

The municipal council and the Association of Civics and Commerce of Fort Frances have been trying to arrange for the re-opening of the tie and timber treating plant of A. D. Bruce & Co., east of Fort Frances. This plant which a few years ago was in operation has been closed for some time for want of contracts. The chief business is the preserving of ties and bridge timber for the railways of Canada. That the method of treating is successful is now an undisputed fact. Timber so treated is guaranteed to be free from decay for a period of six years by the company.

The product of A. D. Bruce & Co. has been put to the test by the railways and found to be eminently successful. Ties treated by this plant six years ago are perfectly sound today although in the heaviest of traffic and exposed to the sand in the west that is hardest on this product. The solution is under tremendous pressure forced clean through each tie and renders them immune from decay.

New Opportunities for Saw Mill Men

Since it has almost become a slogan to "take care of all mill waste" a few lumbermen have turned their eyes and minds to the manufacture of pulp and paper as the logical industry which could utilize all waste which formerly had been going to the burner.

A few have done it, but not all, and around many a sawmill it's a shame to see how perfectly good refuse which could produce the best quality of pulp and paper is simply sent to the woodburner. It is a false conception that only the only smooth trunk of the tree is suitable for pulp. There are mills to-day turning out a considerable tonnage of pulp who never in their mills use anything but tops, limbs and edgings.

There is especially one kind that ought to be considered by the lumbermen. It is sulphate of soda pulp, more commonly known as Kraft pulp. It is chiefly used for strong wrapping papers or boards, products which are increasing in demand for every day.

With pulp wood prices soaring sky high and never to come back where they were a few years ago, it's almost the duty of the lumbermen and sawmill owners to step in and do something in this line.



Wanted & For Sale



PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 20 cents per agate line (14 agate lines make one inch). \$2.80 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 60 cents.

Advertisements must be received not later than the 10th and 20th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

Spruce and Pine Wanted

Wanted Spruce and Pine Piles, 7 to 8 in. top and 13 in. and up butt, in 45, 50, 55, 60 ft. long. Box 901, Canada Lumberman, Toronto, Ont. 7

Ties Wanted

Three to five thousand No. 1 Cedar and Tamarac Ties, sawn face, for delivery two to three months. Box 900, Canada Lumberman, Toronto, Ont. 7

Spruce Wanted

100,000 ft. each of 4 and 5 quarter. No. 1 and 2 Spruce, 6 and 8" wide, 8 to 16' long.

John I. Shafer Hardwood Co., South Bend, Ind. 6-9

Elm, Maple and Beech Wanted

For spring and summer delivery, Rock Elm and Grey Elm, Maple and Beech Plank, 2 1/4" and 3 1/4" thick in car lots. Quote price f.o.b. to St. Marys Wood Specialty Co., Ltd., St. Marys, Ont. 6-7

Basswood, Birch and Maple Wanted

Ten carloads, 1st and 2nds or No. 1 Com. and Better, white winter cut Basswood, plump 1 in. thick and good color.

Four carloads 1st and 2nds or No. 1 Com. and Better, 3 in. Birch or Maple plank. For further particulars apply to Box 875, Canada Lumberman, Toronto, Ont. 5-t.f.

For Sale-Lumber

Timbers For Sale

Five cars 8" x 8" to 12" x 12" x 10 to 20' sound square edged white oak; 3 cars 4, 5, 6 and 8" x 10" and up face x 10 to 20', and 1 car 5" and 6" x 10" and up face x 20 to 30', white oak fitch suitable for boat and shipbuilding or repairs.

The Billmeyer Lumber Co., Cumberland, Md. 6-9

Hickory For Sale

Hickory Squares 1 in. x 1 in. and Dowels 7/8 in. diameter, also Hickory Whipstocks. Can ship immediately, and will sell very cheap. G. Elias & Bro., Inc., Buffalo, N.Y. 7-10

Lumber For Sale

Two cars 4 x 4 Maple Boxed Hearts.
One car 5 x 5 Maple Boxed Hearts.
One car 6 x 6 Maple Boxed Hearts.
Seven cars Fir Doors.
Three cars Fir Columns.

GEO. C. GOODFELLOW,
Montreal, Que.

Pulpwood For Sale

Ten thousand cords of pulpwood situated within 200 miles from Quebec city, and ten million ft. of spruce and hardwood lumber, winter cut. We can fill almost any order. Quotations will be finished on demand. Quebec Lumber Co., 98 St. Peter St., Quebec, P.Q. 3-8

CEDAR FOR SALE

Cedar Poles Cedar Squares Cedar Fence Posts

Address enquiries to:

St. Lawrence Lumber Co.
Quebec

Wanted-Machinery

Band Saw and Planer Wanted

Wanted second-hand band saw with tilting saw, suitable for ship work, also one 24" Buzz Planer.

CHARLES H. NADEAU,
Port Daniel East, P.Q. 4-7

Log Carriage Wanted

Good used right hand Log Carriage with head blocks opening 36 in. or 40 in., and Friction Receder; also Friction Feed for same. State how long used and best cash price. Box 906, Canada Lumberman, Toronto, Ont. 7

For Sale-Machinery

Jenckes Corliss Engine For Sale

One second-hand Jenckes Corliss Engine, 12 in. x 30 in. cut. Description and price on application to

Canadian Ingersoll-Rand Company, Ltd., Toronto, Ont. 2-t.f.

DO YOU WANT MACHINE TOOLS FOR YOUR MACHINE SHOP?

Lathes, drills, grinders, shafting, pulleys, etc. Now is the time to buy cheaply. We are in touch with munition firms who are selling their tool room equipment. We can supply any tool wanted.

W. H. Sumbling Machinery Co., 7 St. Mary St., Toronto. 6-7

Chain For Sale

A quantity of good second hand chain, 3/4 and 1/2 in. and smaller, suitable for boom chains; also two patent sectional anchors with 3/4 in. galvanized chain. Anchors and chain are new Lomour Iron. L. B. Gartshore, 58 Front St. W., Toronto. 7

Planer and Matcher For Sale

A twenty-four inch combined planer and matcher; first-class condition; thoroughly rebuilt; cheap. W. H. Sumbling Machinery Co., 7 St. Mary St., Toronto. 4-7

High Speed Matchers

1—Berlin No. 90 High Speed Matcher with Profilers and several extra heads.

1—American No. 77 High Speed Matcher without Profiler but having several extra heads. Two real bargains.

Box 893, Canada Lumberman, Toronto, Ont. 6-t.f.

Tubular Boilers For Sale

100 H.P. Tubular Boiler, 125 lb. steam, used three months, only \$1,400.00, Winnipeg. Two 100 H.P. ditto (never set up) \$1,550.00 each, Wisconsin.

Two 100 H.P. ditto (Saskatchewan), used short time, \$2,200.00 each. Box 986, Canada Lumberman, Toronto, Ont. 4-5

Equipment For Sale

Economist Light Planer and Matcher, 24" Eclipse Pony Planer. Variety Trim Saw, Shaper, Band Saw, Power Feed Rip Saw, Swing Saw, 12" Moulder, Chain Morticer, Drum Sander, other machinery.

A. J. LINDSAY,
90 Pembroke St., Toronto. 6-9

Equipment For Sale

Engine 75 H.P., 18 x 66 pulley, engine 100 H.P., 21 x 144 pulley, Sawmill trimmer, Cowan 30" Bracket Band Saw, Goldie & McCulloch Shaper with countershaft, Rogers Lath Machine and Murray Lath Bolter with saws. All excellent condition and cheap for cash. Write for further particulars.

VIGARS SHEAR LUMBER CO.,
Port Arthur, Ont. 6-9

For Sale

1—17 x 24 Atlas Engine, with 36 in. x 10 ft. flywheel.

3—No. 94 Berlin Matchers, 15 in., fitted with hard steel knives on top and bottom cylinders—one pair shiplap, jointer and flooring heads with bits for each machine.

1—No. 182 Berlin Double Surfer, 30 in. x 6 in.

1—No. 199 Berlin Buzz Planer.

1—No. 290 Berlin Picket Header.

The Otis Staples Lumber Company, Ltd., 19-t.f. Wycliffe, B.C.

Equipment For Sale

Brown cross-compound steam engine—16" x 30" cylinders x 42" stroke horizontal poppet valve—14" x 35" c.i. flywheel—split.

The Polson Iron Works Co. Complete, with condensing pump—10" x 14" x 16" horizontal single piston—with c.i. air chamber and jet condenser.

Geo. F. Blake Complete.

The Jerome Wheelock system tandem compound steam engine No. 395—16" x 24" cylinders x 34" stroke horizontal—side crank with outboard bearings—and 14" x 14" groove iron flywheel sheave split—for 1 1/4" rope.

The Goldie & McCulloch Co. complete with condensing pump—8" x 12" x 16" horizontal—single piston—with spray condenser.

The Northey Mfg. Co. Complete.

THE E. B. EDDY CO., LTD.,
Hull, Canada. 6-7

Burner For Sale

"Muskegon" Water-space type 16 ft. inside, 19 in. outside and 18 in. waterspace. Splendid condition. Cheap. Box 869, Canada Lumberman, Toronto, Ont. 4-7

Equipment For Sale

One 12-inch jointer, 1 rip saw and cut-off combined, 1 band saw, 1 turn lathe, all iron, 1 drive.

One 16 h.p. gasoline engine, pulleys, shafting, hangers and belts, in first class shape. Sell cheap or will take lumber in exchange.

Apply to A. K. Wismer, 83 Dufferin St., St. Catharines, Ont. 7-8

Circular Saws For Sale

Changing from circular to band mill and have six solid tooth saws for sale. Two 60 in., four from 54 in. to 58 in., in first class shape. Can be shipped at once. Also Covel filer. Write us for prices.

Muskoka Wood Mfg. Co., Limited,
Huntsville, Ontario. 7-8

Band Saw Mill For Sale

One Waterous 9 ft. Band Saw Mill, gun-shot feed, complete with extra saws and bling equipment. Used about one year, excellent condition. The Geo. F. Foss Machinery & Supply Co., Ltd., 305 St. James St., Montreal, Que. 7-t.f.

Equipment For Sale

1—35 H.P. "Case" Engine and Boiler, on skids, 125 lbs. steam pressure, in first class condition.

1—56 inch Trevor "Jumbo" Heading Sawing Machine, Upright, with saw collar complete.

1—3 compartment Steel Vat, 24 by 7 by 4 1/2 feet.

1—10 H.P. Upright Engine and Boiler.

1—Box Board Planer, 24 in.

1—25 H.P. Motor, 3 phase, 60 cycle, 550 volts, and two 15 k.w. transformers for same.

2—2 1/2 k.w. Transformers, 2200 to 550 volts.

2—Stave Jointing Machines.

1—125 Gal. Duplex Steam Pump.

Trenton Cooperage Mills, Limited,
Trenton, Ont. 7-10

Wanted-Employment

Advertisements under this heading one cent a word per insertion. Box No. 10 cents extra. Minimum charge 85 cents.

Wanted position by first class Right Hand Double Cut Band Sawyer, ten years' experience. Very capable. P. O. Box 108, Buckingham, Que. 6-9

WANTED POSITION AS MILL SUPER-INTENDENT by first class man. Can get results. 20 years' experience. Can start first February. Box 837, Canada Lumberman, Toronto, Ont. 2-8

SAWYER WANTS POSITION; capable of handling either Band or Circular Saws. Well accustomed to steam feed and steam nigger. Left hand mill preferred. Can furnish the best of references. Address Box 884, Canada Lumberman, Toronto, Ont. 6-7

POSITION AS SAWYER on left hand rig. I have long experience on both circulars or band saws. I am used to fast rig steam feed and steam Niggers. Have been in the employ of the same company for over five years. I want to change on account of short season. I am a married man with wife and family, and can furnish best of references if needed. Apply to Sawyer, c/o Canada Lumberman, Toronto, Ont. 7

WANTED POSITION BY FIRST CLASS BAND SAW FILER, 20 years' experience; can furnish first class reference. Box 886, Canada Lumberman, Toronto, Ont. 2-8

BAND-SAWYER, GOOD FAST NIGGER MAN and good White Pine Grader, wants position. Best of references. Box 904, Canada Lumberman, Toronto, Ont. 7-8

POSITION WANTED BY FIRST-CLASS ACCOUNTANT—30 years of age, strictly temperate. Address enquiries to Box 898, Canada Lumberman, Toronto Ont. 7

CONTRACT WANTED by capable sawmill superintendent, many years' experience, to operate by the thousand mill cutting 50 to 100 thousand daily. Quantity and quality of production guaranteed. Box 867, Canada Lumberman, Toronto, Ont. 4-7

WANTED BY EXPERIENCED LUMBERMAN, 42 years of age, position as Manager of Woods and Lumber Department, or would consider management of small concern operating in the Province of Quebec or Northern Ontario. Have thorough knowledge of Lumber, Logging and Pulpwood operations. Highly recommended by past employers. Open for engagement April 15th. Box 878, Canada Lumberman, Toronto, Ont. 7-8

Wanted-Employees

Advertisements under this heading two cents a word per insertion. Minimum charge 50 cents.

WANTED: FIRST CLASS GANG FILER for Wickes gang. Apply Box 903, Canada Lumberman, Toronto, Ont. 7-8

Wanted—One Sawyer for Band Mill. Apply, stating wages, experience, etc., Laberge Lumber Co., Ltd., Sudbury, Ont. 6-8

Wanted—Band Saw Filer for Band Mill. Apply, stating wages, experience, etc., Laberge Lumber Co., Ltd., Sudbury, Ont. 6-8

Sawyer Wanted

Circular Sawyer, steam feed. Apply, stating wages, experience, etc. Jennings & Bailey, Baptiste, Ont. 7

A large firm owning timber limits in the Eastern Townships, Province of Quebec, requires the services of a Practical Lumberman to take charge of logging, manufacturing and handling of yard stock. Apply Box 891, Canada Lumberman and Woodworker, Toronto, Ont. 6-9

Hardwood Lumber Manufacturer requires young, energetic salesman for Western Ontario. Connection among furniture trade desirable, but not essential. Applicants will kindly outline qualifications and salary required in first letter. Box 890, Canada Lumberman, Toronto, Ont. 6-7

Business Chances

SPRUCE AND WHITE PINE CONNECTION WANTED

We desire a good connection on Spruce and White Pine. Terms to suit shipper. Serfas Lumber Company, Easton, Pa. 6-9

Fifty Thousand Acres Timber

Spruce, Maple, Pine, Hemlock, Cedar, Birch, located in Canada, will divide to suit purchaser; cheapest transportation. Address W. C. Wildey, Paw Paw, Mich. 5-8

Pick Axe Handles Wanted

WANTED—Handles for colliers' and navy pick axes, etc. Cash with order transactions. Will manufacturers who have supplies and wish to export same to Great Britain kindly communicate with J. Griffith, Jones Colliery, Timber Merchant, Castle Buildings, Llanelli, S. Wales, Great Britain. 5-8

A SNAP—FOR SALE

Planing Mill, Saw Mill and Lumber Yard. First-class business. Mills equipped with latest and best machinery. Power, both steam and hydro. A nice residence and office, sheds and barn can be bought very reasonable.

Apply to J. J. BERGER, New Hamburg, Ont. 4-7

For Sale

Building and Machinery of good Double Cut Band Sawmill, well equipped with steam feed, canter, loaders, etc.

If you want a good mill, address Box 762, Canada Lumberman, Toronto, Ont. 15-t.f.

Timber Land For Sale

484 square miles virgin Spruce timber, Saguenay County, P.Q. For particulars address Irving B. Eastor, 30 East 42nd Street, New York City. 7

Position Wanted

By party with twenty years' practical experience logging and railway work. Best credentials. Successful with large crews of men. Experienced timber cruiser, or would consider contract. Box 907, Canada Lumberman, Toronto, Ont. 7

Timber Limit For Sale

Thirty-six square miles, Lake Huron front. To wind up estate. Estimated in all 22,000,000; also large quantity Ties, Poles and Pulpwood. Accessible; easy terms.

J. J. DEWAR, 290 Huron St., Toronto. 7

FOR SALE—WELL EQUIPPED PLANING MILL

and lumber yard with well established connections, also contracting business in connection, in growing manufacturing town of 60,000 population in Western New York. Owner having other business. Only bona-fide buyers considered. Address Box 883, Canada Lumberman, Toronto, Ont. 6-9

R. R. Tie and Sawlog Timber For Sale

Jack Pine and Tamarac Timber on berths in Parkins and Creelman townships, near Sellwood and Poole stations. C. N. R. runs through Poole.

A. McPHERSON, Longford Mills, Ont. 5-8

FOR SALE—PORTABLE MILL

Elegant Condition.
1 No. 2 Russell Mill, 3 set blocks.
1 22 H.P. Stationary Engine.
1 25 H.P. Boiler.
1 3-saw Edger.
1 Cut-off Saw.
1 Lath Mill and Bolter.
\$650.00 cash on cars Big Falls, Minn.

Address Bemidji Drainage Company, Bemidji, Minn. 7

SAWMILL WANTED

Efficient Portable Sawmill, capable of not less, and preferably more, than 20 M.-feet per day, fir, hemlock and birch. For ease of transportation double boilers. Would also consider a contract for the sawing, but mill would require to be moved to property. Reply to T. A. Rogers, 85 Bay St., Toronto. 7-10

Saw Mill Plant For Sale

Practically new and modern Saw Mill Plant, capacity about 30 Million feet per annum, located in the Interior of British Columbia on a beautiful inland lake and on the main line of the Grand Trunk Pacific Railway. About 500 Million feet of timber on and adjacent to Lake (about 90% Spruce) and another Billion feet available at reasonable prices. Natural conditions ideal for economical logging, manufacturing, piling and shipping. An advantage of about \$4 per thousand feet in freight rates to the Prairie Provinces over Coast shipments. This property offers unlimited possibilities as a lumber, pulp and paper property. Would consider selling a half interest. Terms reasonable.

A. C. FROST COMPANY, 134 South LaSalle Street, Chicago, Ill. 5-t.f.

For Sale—A Real Bargain

Tract 10,000 acres near the Soo, in Pennefather Township, Ont. Consisting of 60 million feet of hardwood timber, 50% Birch of fine quality, 20% Maple, 10% Cedar, 10% Spruce, 10% White Pine and Hemlock. At low price and on easy terms. Property in fee.

Address Alex. Greig, 502 MacKinnon Bldg., Toronto, Ont. 5-8

In order to close Estate in Town of 3,000 population in Province of Quebec on G.T.R., Factory now making Sash and Doors, House Trim, etc., 125 Horse Water Power, Dry Kilns, etc., is for sale or would consider organizing stock company with party having some capital capable of managing the business, or plant could easily be converted into Handle and Woodware factory. Unlimited supply of birch, maple, and beech lumber in vicinity. Party with capital thoroughly understanding the manufacturing and marketing of these lines would be offered an attractive proposition.

Interested parties address Box No. 844, Canada Lumberman, Toronto, Ont. 2-7

Yard and Mill For Sale

Lumber yard and planing mill—County Kent; last year's business fifty thousand; no opposition within twelve miles; real money-maker; long established; after many years of success owner wants to retire; special price and terms. J. P. Lawrason, 25 Toronto St., Toronto. 7

Standing Timber For Sale

The undersigned offer for sale timber limits at Cranbrook and Lamb Creek, B. C. Said timber having been estimated by James D. Lacey & Co., of Seattle, copies of said cruise, price and terms of sale, can be had at the office of J. H. King, Minister of Works, Victoria, B.C.

Summary of Cranbrook Unit

Red Fir	5,824,000 ft.	10%	Tie timber
Tamarack	41,236,000 ft.	72%	Tie timber
Yellow Pine	609,000 ft.	1%	
Balsam	631,000 ft.	1%	
Spruce	1,448,000 ft.	3%	
Jack Pine	7,592,000 ft.		Tie timber
Cottonwood	15,000 ft.		
57,355,000 ft.		100%	

Mining Props 311,610
Average stand per acre, 8,390 ft. B.M.

Summary of Lamb Creek Unit

Red Fir	1,353,000 ft.	1%	Tie timber
Tamarack	18,318,000 ft.	19%	Tie timber
Red Cedar	633,000 ft.	1%	
Hemlock	276,000 ft.		
Spruce	46,180,000 ft.	49%	
Balsam	10,395,000 ft.	11%	
White Pine	1,758,000 ft.	2%	
Jack Pine	15,935,000 ft.	17%	Tie timber
Cottonwood	4,000 ft.		
94,852,000 ft.		100%	

Cedar Poles, 2,480. Mining Props, 375,230.
Average stand per acre, 12,820 ft. B.M.

The above timber on account of its nearness to the prairie provinces has in the matter of freight a decided advantage over Coast timber, in some cases enough to pay mill cost of manufacturing.

King Lumber Mills, Ltd.
Cranbrook, B.C.

6-7

Power Plant Equipment FOR SALE

Three Goldie & McCulloch Co., Ltd. (Galt, Ont.), 72 in. x 18 ft. horizontal steel return tubular boilers, 145 lb. working pressure, 72-4 in. steel tubes, longitudinal seams, double butt straps, triple riveted, circumferential seams, lap jointed, single riveted, full flush fronts, herring-bone grates and extra heavy fittings throughout, with brickwork, exclusive of foundations, allowed 145 lbs. pressure.

One E. Leonard & Sons, Ltd. (London, Ont.), specification same as above.

One E. Leonard & Sons, Ltd. (London, Ont.), 24 in. x 42 in. stroke horizontal right hand heavy duty frame Corliss Engine, with outboard bearing and extended shaft, with disc crank for cross compound engine connection, flywheel, 16 ft. x 40 in. face, double arm, split (4181).

One E. Leonard & Sons, Ltd. (Toronto, Ont.), 11 in. x 10 in. stroke self-contained enclosed type high speed horizontal engine, inertia governor, 42 in. x 12 in. flywheels (3703).

Seaman, Kent Co., Ltd., 263 Wallace Ave., Toronto. 7

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Door and Sash Machines For Sale

DOOR MACHINES.

1 Power Door Clamp with squaring attachment, manufactured by E. B. Hayes & Co.
1 Four Spindle Automatic Door Boring Machine (Improved), manufactured by E. B. Hayes & Co.
2 Cylinder Door Stickers—E. B. Hayes & Co.
2 Automatic Cut-Off Saws—Greenlee Bros.

SASH AND FRAME MACHINES.

1 Two-Spindle Shaper Table.
1 Sash Sticker with three square heads and four Shimer heads, manufactured by E. B. Hayes & Co.
2 Power Feed Rip Saws—Cowan & Co.
1 Pocket Dado and Frame Boring Machine—Smith & Philips.

MISCELLANEOUS MACHINES.

1—12 in. Four-sided Sticker—Manufactured by Cowan & Co.
1 Five-Spindle Boring Machine—Canada Machinery Corporation.
1 Roller Double Cut-Off Saw—Canada Machinery Corporation.
2 Automatic Screw Driving Machines, No. 2—Reynolds.
1 Automatic Screw Driving Machine, No. 4—Reynolds.
1—36 in. Glue Spreader, two sided.
1—53 gallon Mixer.
1—Press, 12 in. x 52 in.
134 sets Retaining Clamps.

Machines in good condition and can be inspected at any time.
Write for prices and particulars.

CANADIAN WOOD PRODUCTS, LTD., TORONTO

Review of Current Trade Conditions

Ontario and the East

There was no particular change in market conditions during the past month except that the building prospects are looking brighter and the housing schemes of the Ontario and Quebec Governments have been advanced. The Acts providing for the erection of dwellings have passed their third reading. As the month of April approaches, everything appears to be favorable toward a fairly active building season and reports from the various cities and towns indicate that in the three months of this year a far better showing has been made than during the corresponding period of 1918. There are a larger number of enquiries coming in from different countries and the outlook, so far as the wholesale business is concerned, appears to be brighter. Some enquiries have been received from the British Timber Controller which looks like the opening up of further negotiations. While a large export order has been placed by Great Britain in British Columbia, manufacturers of the east have received no definite assurance that business is coming their way, although they are all hopeful of good results.

Considerable spruce is being bought in New Brunswick and Nova Scotia for export and the figures paid are from \$38.00 to \$42.50, according to widths. It is also reported that all the spruce deals of a large Ottawa mill for the coming season have been contracted for by a well-known exporter at an advance of from \$7 to \$10 over that which prevailed last year. These figures are encouraging and show that the market is strong. Eastern mills who sell spruce to Ontario wholesalers, are asking from \$5 to \$10 more than in 1918, and say they will have no difficulty in getting it.

The majority of lumber companies have completed their logging operations and report that costs in getting out the timber were never as high as during the past season. From 10 to 15 per cent. is the estimated extra expense per thousand feet log measure. One operator states that his cost will be \$5 a thousand over last season, and another intimated that the extra outlay would be 12 per cent. There may be some saving effected in driving operations and in mill labor, but the decrease will be comparatively small. There is one thing certain this year and that is conditions in manufacturing are likely to be steadier than they were last summer, as labor will be more plentiful, and there will be many men seeking a job, whereas last year it was a case of a job searching for men. The result was that ordinary mill help was very restless and independent. The cost of maintaining boarding houses will be just as high this year as ever, as there has been no appreciable come-down in the price of any food products.

Some woodworking concerns are getting a little busier, and if the \$7,000,000 order for 10,000 portable houses, which it is understood, has been secured by Mr. A. G. Rose, representing the Canadian Timber Products Association, materializes, there will be activity in many plants during the coming months, and a large quantity of lumber used. It is to be hoped that the matter of freight rates can be arranged so that this big business may be landed for Canada. It is felt that the Government should do all in its power to secure favorable ocean carriage.

From this out it is expected that the export business will receive considerable attention, and the news that the timber control is being lifted and no import license is needed in Great Britain, is welcome. Word has been sent out at Ottawa that Canadian lumbermen are advised by the Canadian Mission in London to get in touch with ordinary trade channels, as the volume of business will likely be limited only by the ocean tonnage available. Fortunately the Ontario lumbermen have a man on the spot who will neglect no opportunity to see that the merits and intrinsic value of white pine and other wood products are made known and everything will be done that is possible to widen the demand for Canadian soft woods.

There is very little talk heard regarding the buying up of cuts for the coming season and mills are not particularly anxious to sell. They believe that by holding off a bit, they will get the higher prices that they are asking, as owing to the decreased cut and largely augmented demand, they predict lumber will be from \$4 to \$8 higher on merchantable lines than was the case last season. The outlook is viewed with confidence and with arrival of gentle spring all the retail yards are feeling that things are going to be far better than they appeared to be on the surface two months ago.

The lath market is very stiff at the present time. No. 2 white pine lath being practically off the market. The demand for shingles continues fair, although a number of the coast mills are not operat-

ing owing to labor troubles. Fir timbers have become very active, and during the past few days there has been an advance of from \$2 to \$3, the base price now being \$25. It is stated that one enterprising Montreal firm with western connections recently landed an order in Great Britain for 50,000,000 feet of lumber. This, together with the recent British order of 70,000,000 feet, puts things on a lively basis on the Coast. A much better feeling prevails there than was in evidence several weeks ago.

Great Britain

The lifting of the license and import restrictions by the British authorities is welcome news and should tend to the stabilizing and expansion of business generally. There is now complete freedom of trade. When buying operations are finished there may be a short quiet period in order that an inventory may be taken of the available stocks in the country, their position and composition and this statement placed before the trade. It is the intention of the Timber Controller that Government stocks shall be disposed of through the ordinary trade channels at prices which coincide with the present cost of importation. Business is still brisk, and many orders of one to five standards are placed. It is difficult, however, to sell ten standard and up lots. Buyers are very cautious, and rightly so, and confine themselves to what they actually require for their immediate needs.

A number of merchants are now willing to allow £1 per standard off maximum prices for parcels of five standards and upwards provided they consist of one size only. A fair amount of business has been done on that basis. All orders for lesser quantities are sold at maximum prices, which appear to us only right. We cannot hear of any merchants allowing more than 20s. per standard off maximum prices, although last week one firm circulated a letter expressing their willingness to allow £2 10s. off any lot of one standard and up.

In mahogany and hardwoods generally no great improvement is reported. Trade, however, is showing some stimulating effect, and it is expected to pick up materially later on. Some forward business is being done to a limited extent as freight rates become less onerous, but space is difficult to secure and restricts this business at the moment. Doubtless, however, a steady improvement in this respect may soon be looked for.

Otherwise than for several descriptions, sizes and grades of American lumber, there is a strong demand for shipments of other hardwoods of every variety, the supplies of which have been totally exhausted during the war period. The gradual reduction of freight charges which is taking place, and the more abundant space that may be available, will doubtless induce the shipment of supplies of many varieties that are needed, such as East and West India satinwoods, lignum, ebony, lancewood, and other descriptions.

A recent despatch from Liverpool says: The activity of the market is increasing, and business generally is assuming larger proportions as the Government continues to release stocks of timber accumulated here and in other parts of the country. The values realized are on a par with the scarcity of the wood, and prices will remain fairly high until stocks begin to come in freely again. At the same time, there is a considerable reduction in values to what they were a month or two ago, and the trend of events points to still lower prices in the near future. But there is no possible chance of values coming down to their pre-war level. The extra cost of freights, transport and labour, will have the effect of maintaining the costs of timber to a much higher extent than they were before the war; but even if prices were to fall 100 per cent beyond their values of four years ago, this would only bring the market down to a fair working basis. In the first place, practically every commodity is now double its pre-war standard; freights are, of course, considerably more; but the cost of labor and transport is about twice as much as they were in former peaceful times, so that it is only natural that the prices for timber should remain parallel with every other article of commercial value.

United States

The general feeling in the trade is one of more confidence than has been evidenced for several weeks past. The pendulum is swinging toward the idea that building is going to be good, prices remain firm and large public undertakings be carried out. While the structural program will not, of course, be as large as that before the war, the fact that things are on a mend demonstrates that there is going to be no protracted lull in the lumber game. At the recent meeting of the National Wholesale Lumber Dealers' Association in Phila-



View of Mills in Sarnia.

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delphia the opinion was expressed on all sides that, with a lessened production and an increased demand, values were bound to be maintained. Many architects are figuring on various buildings and this in itself is a good sign. While numerous contractors have not yet decided to go ahead with the projects they are getting ready to undertake a portion or all of the program which they have in hand just as conditions later determine. The conviction is growing that prices are not going to decline and some, who have held back in the building line on this ground now feel that they had better proceed with the work.

In regard to the hardwood situation, while business is still below normal the outlook is favorable and the demand has recently witnessed considerable expansion. Stocks are quite low.

Speaking of the general situation the "American Lumberman" says: No one in close touch with the domestic commercial situation can have failed to note the great optimism with which the nation's captains of industry and finance—who may be expected to sense the future with greater accuracy than most other people—regard the progress of economic readjustment to a normal basis. In certain leading branches of commerce there has been during the week a growth of actual transactions and a strengthening of that sentiment which is essential to further revival, and where no gains have been made the attributable reason has been chiefly price uncertainty. There naturally still are many buyers who are awaiting further possible drops in prices before entering the market on any enlarged scale, and consequently the basic industries are not yet, except in some individual instances, expanding their activities. But this is as must be expected under the circumstances and does not indicate any weakness in the situation. In due time, when the price recessions which are inevitable

as general conditions adjust themselves are judged to have gone far enough, the business that is now being and ever since the signing of the armistice has been postponed and stored up will be released, with most satisfying results. An undoubted factor in the hopefulness of the situation is the disposition of the Government to co-operate with business, and this tendency may be expected to grow with the settlement of the terms upon which a definite peace will be proclaimed. Uncertainty inevitably will prevail until the nation is assured of what are to be the principles upon which its future relations with other nations, a very vital factor in domestic prosperity, are to be based.

A matter that at this time occupies the attention of many lumbermen interested in exportations is that of the heavy demurrage and storage charges at port of shipment imposed by the railroad and steamship companies. In addition to this there are two other matters which are not just right, especially when it comes to financing the export shipment, and which threaten seriously to hamper the development of foreign trade unless speedily remedied.

Reports from all producing centres state that the number of foreign industries inquiries is exceptionally large and that they literally flood the manufacturers' offices; and there is more behind these inquiries than mere curiosity. They will eventually materialize into substantial business, and when they do the lumbermen can not afford to have it taken away from them through excessive charges at port and cumbersome red tape methods that might plunge the exporter into financial embarrassment. For emphasis it must be repeated that definite action toward facilitating the foreign shipment of lumber must be taken, and the sooner the better.

Market Correspondence

SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD

No Appreciable Change on Montreal Market

Inquiries for building material in Montreal are coming in a little more freely, one firm stating that the business done in the first two weeks of March was larger than that of the whole month in 1918. Work is surely, although slowly, coming out. Now that the Provincial Government has passed its industrial housing scheme there is a prospect of greater constructional activity, although it is essential that action be taken immediately if work is to be proceeded with this season. The Federal Government estimates of \$600,000 for public works in the city include \$500,000 for the Customs House, the foundations for which are already constructed. A Montreal firm has again been successful in securing a large contract for outside work, Geo. A. Fuller Ltd. having obtained the order for the construction of the Eaton mail order warehouse at Moncton, N.B., for which there was active competition.

The Montreal market is without appreciable change. Local business is dull, but there are indications that there will be an improvement shortly in this direction.

The reported heavy buying both in the East and West for the British Government will materially help to keep prices firm. All lumber dealers are, therefore, interested in the taking off the market of such tremendous quantities of stock.

Although the inquiries from the United States are fair, the business passing is small.

The call for pulpwood is slow. According to a dealer, who has just visited the principal U. S. mills, stocks on hand are very large, and there is a disinclination to buy in any substantial lots. Prices remain fairly firm, but the heavy freights are seriously curtailing the profits of operators in the cases where the wood is sold, delivered at the mill points. This means that operators, while not getting any more for the wood, have to bear the increased freight charges, with a consequent reduction in the profits. Farmers are getting about the same rates for the wood as last year.

The removal of the restrictions on imports into Great Britain from places within the Empire should be of considerable benefit to lumber supporters. This removal includes all kinds of lumber and timber, hewn or sawn, planed and dressed. The British Board of Trade has withdrawn all maximum prices. Two Montreal firms are exporting on commercial account, both from Canadian and U. S. ports. The British Minister of Shipping, who latterly allowed 30 per cent. space for commercial commodities, has tightened his grip on the vessels, and has reduced the room available. Some further shipments of lumber which were contemplated from our winter ports, have therefore had to be cancelled for the time being.

Ottawa Reports Trade as Continuing Quiet

A state of "status quo" as lawyers say, existed in Ottawa lumber market during the last ten days in March, and indications up to the end of the month, was that little relief from the present dearth of orders and unusual lack of business, could be expected until sometime in April, or later.

General lumber trade conditions from the sales end were not good, even considering the period of the year. Everybody knows the winter months and early spring months are expected to be slow, but around Ottawa this year it is "slower than usual," as a leading lumberman put it.

Despite the absence or lack of demand, which during the war period stimulated activity in certain grades of stock, prices continued to hold firm. Whatever trading in a general way was done was essentially in the pine grades. In fact for the last two weeks of March the market swung strongly toward "pine." There was little demand for spruce.

The demand, light though it was, centered around the middle grades from mill run up. On top of all the trials and worries of the trade as they seemingly existed, with the wholesalers and retailers, came so the correspondent of the "Canada Lumberman" understands, the curt announcement from the manufacturers that the prices for the coming season's cut would be advanced from five to eight dollars per M on top of existing prices.

Generally the manufacturers would say little or nothing about what they were going to or intended to charge for this season's cut. One of the operators described the costs of log output and the cost of woods operations for 1918-19 season as being most "damnable." One large manufacturer in the Ottawa valley is already sold to the roof, and before he can take any more business export or domestic, he will have to await this season's sawmill cut.

Wholesalers generally are laying low more or less. There is a reason for this. The manufacturers up to March 21st had so far as could be learned, not come out in the open with their prices for the various grades. Some wholesalers in explaining the unique situation seemed to side with the manufacturers pointing out that probably the manufacturers themselves did not know what their costs and output were going to be, and consequently it could not be expected of them to make quotations on the coming saw cut.

The Hawkesbury mill at Rockland was reported to be sold up to the saw.

The situation as affecting woodworking factories and plants did not show any change. Lath and shingle continued to remain slow.

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Try Klim in your own home, using it where you now use liquid milk. You will be so thoroughly convinced of its economy, convenience, and genuine goodness that you will order it immediately for your camps and boarding houses. You will continue to use it in your home, too, for Klim is as staple as flour and is used more often in the home.

Klim is made by drying fresh separated milk at our plants in the country, and being a dry powder, it is convenient for use anywhere milk is needed, except infant feeding, and particularly adapted for shipping long distances.

In camps and boarding houses it is ideal because it can be bought in large quantities and stored in any dry place. Klim never sours or freezes while in powder form. There is no waste, the last particle in the last tin will be as sweet and fresh as when first packed.

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Canada Food Control—Blanket No. 165

Capt. Maclean Returns from Overseas

Capt. Gerald A. Maclean, eldest son of W. B. Maclean, Toronto, president of the Conger Lumber Company, Parry Sound, returned on March 24th from overseas service. Previous to enlisting in 1914, as an officer in the Eaton Machine Gun Brigade, he was secretary-treasurer of the Conger Lumber Company and had spent several years in the service, being manager of operations at Parry Sound. Shortly after his arrival in England Capt. Maclean applied for transfer to the Royal Naval Air Service and secured an appointment in October, 1915. He was on active duty in charge of a seaplane on one of the war ships in the North Sea when in a crash of his machine he was severely injured and was invalided home to Canada



Capt. Gerald A. Maclean, Toronto,
Member of Royal Air Force, who will re-enter
lumbering industry

where he spent a number of months. At the beginning of 1917 he re-enlisted with the Royal Air Force and was at Armour Heights, Toronto, for a considerable period serving as squadron commander. He left for overseas on March, 1918, and had been in service in England up to the time of the signing of the armistice. Capt. Maclean met with an accident some months ago owing to the tail of his machine collapsing and the plane dropping several thousand feet. He has a leg broken, his arm dislocated and sustained other injuries which confined him to the hospital for many weeks. Capt. Maclean is an old Upper Canada College boy and will resume his active connection with the Conger Lumber Company. It will be remembered that his brother, Capt. Alan P. Maclean who went overseas with the 20th Battalion and was later transferred to the 11th Squadron, was killed in action in France in March 1918.

Box Company Perpetuates Fraud on Bank

Mr. Justice McLennan, of Montreal, recently dismissed the action brought by the Hochelaga Bank against the Canadian Inspection and Testing Laboratories, Ltd., to recover \$46,647, which had been advanced to Lalonde, Ltd., of Montreal, on the strength of reports signed by an inspector in the employ of the defendant company.

The Lalonde Company had a contract with the Imperial Munitions Board and had assigned all monies due, or to become due to the bank and had authorized the Munitions Board to pay such money to the bank.

The defendant company (Canadian Inspector Laboratories Ltd.) were under contract with the Munitions Board to inspect all boxes manufactured by the Lalonde Co., and to make certified reports showing qualities and description of boxes shipped from day to day. An inspector acting for the defendants carelessly left some blank reports, duly signed and certified, with the Lalonde Co.

Under an arrangement made with the bank, as shipments were made the Lalonde Co. delivered to the bank the duly certified inspection reports purporting to show the quantities shipped together with invoices and shipping bill and the bank advanced money to cover said shipments.

During February, March and April, 1917, the Lalonde Co. obtained from the bank the sum of \$46,647.90 on the strength of documents duly signed showing shipments made. On their face these documents appeared to be genuine, but in reality were false invoices and shipping bills and the signed inspection blank, which had been fraudulently filled out by Armand Lalonde. In addition to the above

amount the bank had during the same time advanced other sums on legitimate shipments and were in due time reimbursed by the Board for these shipments.

In the meantime the Lalonde Co. had become insolvent and the assets were not sufficient to satisfy the claims of the creditors. Lalonde was tried and convicted in the criminal court for obtaining advances from the bank by false pretenses. The bank then sued the Inspection Co. on the principal that the defendants, as the employer of said inspector, were responsible for his negligence in signing the reports in blank and delivering same to the Lalonde Co.

In dismissing the bank's action the judge said in part, "Nagle, the inspector, was undoubtedly guilty of negligence. There was no contractual relation between Nagle and the bank. He was inspecting for the Imperial Munitions Board and had nothing to do with the bank, and neither Nagle nor the officers of the defendant knew at the time that the Lalonde Company was obtaining money from the bank in connection with the contract. Unless Nagle's negligence can be held to have been the proximate cause of the bank's loss, plaintiff cannot succeed."

The purpose of the certificate of the inspector was to enable the Lalonde Company to obtain payment from the Imperial Munitions Board for a shipment or consignment of boxes, and not to obtain an advance of money from the bank. The advances were made by plaintiff on genuine promissory notes signed by the Lalonde Company, which were accompanied by manufactured false invoices and forged shipping notices filled in by Lalonde, the latter bearing the genuine signature of defendant's inspector.

"Fraud and crime on the part of Armand Lalonde intervened between the negligence of the inspector, and the advances by the bank and these intervening fraudulent circumstances, in my opinion, prevent the preliminary negligence of Nagle from being proximate cause of what the bank did."

"In my opinion the bank has not made out the main issue in its action."

Many New Lumber Concerns Formed

A federal charter has been granted the Imperial Lumber Yards with a capital stock of \$2,000,000 and headquarters in Moose Jaw, Sask. The new organization consists of the shareholders of the Imperial Lumber Yards Ltd., a company formerly incorporated under the laws of the province of Manitoba. The concern which is now operating under a federal charter, has wide powers, and is authorized to import, export, deal, etc., in timber and wood of all kinds and to manufacture any articles made from these materials. It is also empowered to carry on business as ship owners and carriers, to construct transportation lines and do a general merchandising and forwarding business.

Another charter granted during the past week was to Lumber & Ties Ltd., with a capital stock of \$200,000 and headquarters in Quebec. The organization is empowered to carry on and operate a general lumbering business including logging, driving, sawing, manufacturing etc.

The McLaurin Lumber Company Ltd., of Montreal, have been federally incorporated with a capital stock of \$100,000 to acquire the lumber business recently carried on by John R. McLaurin under the firm name and style of the McLaurin Lumber Company. Among the incorporators are C. H. Skelton, Reg. C. Stevenson, F. R. Walker and Arthur W. Knowles of Montreal. The McLaurin Lumber Company is also authorized not only to deal in lumber and timber, but also pulpwood, lath, shingles, etc.

Mr. Lewis Returns to Pacific Coast

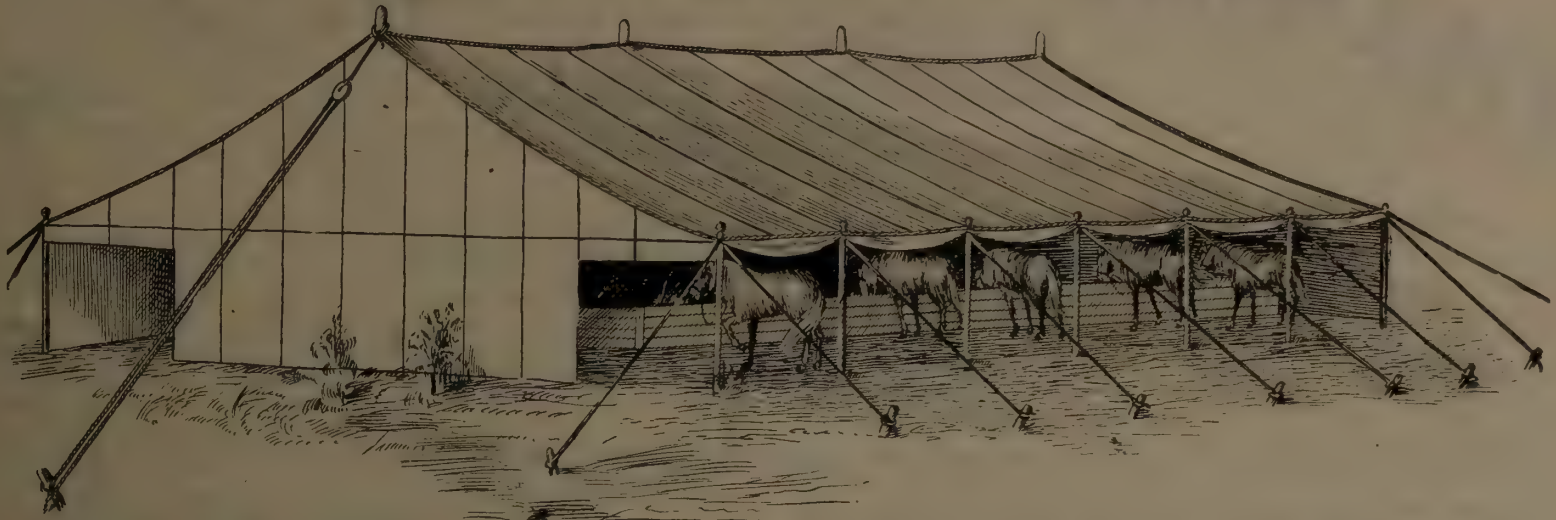
T. M. Lewis, who for several months past has represented Knox Bros., of Montreal, in Toronto, and is a well known and thoroughly experienced lumber salesman, left recently for Vancouver, where he will open an office for the Fesserton Timber Company, Ltd. The latter company are specializing, along with other lines, in B. C. forest products, and intend handling western woods more extensively than ever. Mr. Lewis will look after their interests in the west as well the buying. He is thoroughly familiar with conditions prevailing on the Pacific Coast, having had a long connection with such firms as the Okanagan Saw Mills Company and the Victoria Lumber & Mfg. Company.

J. M. McNeil, who has been associated with Mr. Lewis in the Toronto office of Knox Bros., for some time, has returned to Winnipeg, where he will look after his interests in the form of Stout & McNeil, with which he has been identified for a number of years.

G. L. Cohoon, of Montreal, who has represented Knox Bros., in the Maritime provinces for the past two years, is at present in Toronto, attending to the interests of this widely known firm. He will also supervise the territory in Western Ontario.

STABLE AND STORAGE TENTS

HORSE COVERS---TARPAULINS



WE ARE READY With a Full Stock of River Driver, Cookery
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WOODS MANUFACTURING CO., Limited
Dept. "D," OTTAWA

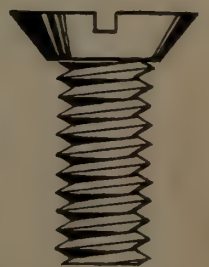
SAY ! Mr. SHINGLE-MAN

Your Money is Running Away

It You Don't Use Our
Special

Shingle-Saw Screw

STOP COUNTER SINKING THE COLLAR
WRITE US FOR PARTICULARS

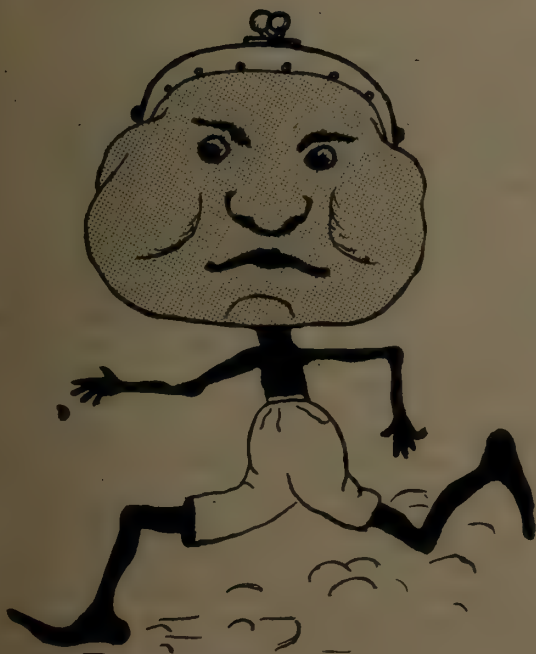


"MAPLE-LEAF" QUALITY
SHINGLE SAWS SAVE YOU
MONEY

We manufacture all kinds of Band, Circular and Hand Saws

Shurly-Dietrich Co., Ltd.
Galt, Canada

Store and Repair Branches at Vancouver and Ottawa



He's setting some pace
By the looks of his face,
And so have our Maple Leaf Saws,
With such legs and feet
He's sure hard to beat,
And so are our Maple Leaf Saws.

Toronto Wholesale Firm Add to Selling Staff

Muir & Kirkpatrick, of Toronto, who recently re-opened their western office in the Pacific Bldg., Vancouver, under the management of A. E. Mackney, report the prospects for B. C. forest products are promising. The firm have secured the selling agency of the Alberni Pacific Lumber Co's. stocks in the eastern markets. This mill cuts the celebrated Red Deer old growth yellow fir.

Two experienced and widely known salesmen, in the persons of W. M. Callahan, of Buffalo, N.Y., and Sidney R. Anderson, of Toronto, have recently joined the travelling staff of Muir & Kirkpatrick. Mr. Callahan, who has been specializing for several years on coast products, in New York and other eastern States, will look after that territory, in which he enjoys an excellent connection. Mr. Anderson, who is well and favorably known to the Ontario trade through his long identification with leading firms, will be calling upon many of his old friends in various parts of the province.

Will Aid in Great Work in Europe

The American Forestry Association will aid in restoring the forests of Great Britain, France and Belgium which were sacrificed to the allied cause in the war, according to Charles Lathrop Pack, retiring President of the World Court League, who spoke at a dinner in his honor in New York recently.

In announcing formal acceptance by the three European Governments of the American Forestry offer of aid, Mr. Pack declared that about 1,500,000 acres of forest land in France had been destroyed by shell fire or cut down for war needs; that virtually all of Belgium's forests of timber value had been felled by the Germans, and that Great Britain's sacrifice in forests amounted to fully 450,000 acres.

Canadian Lumberman on Visit to West

The March issue of "The Timberman" of Portland, Ore., says: W. B. Snowball, mayor of Chatham, New Brunswick, and president of a lumber concern in Eastern Canada, is visiting his brother, McDougall Snowball, a Pasadena, Cal., business man. He believes the cost of labor will be a means of keeping lumber prices up. "In the winter of 1914-15," said Mr. Snowball, "we paid \$35 and \$38 a month for labor and now we are paying from \$65 to \$70. Provision prices have been advanced 60 per cent. In New Brunswick the law, which is in effect under which companies are only allowed to cut as much lumber as their forests will produce each year, will have a tendency to stabilize prices as the supply is known and constant."

Invoices of Exports to Great Britain

An important notice has been sent out by the Canadian Manufacturing Association respecting exports to Great Britain and explains itself. J. E. Walsh, of Toronto, is the general manager of the C. M. A. and J. R. K. Bristol, manager of the Tariff Department. The notice reads as follows:

The British authorities have removed all import restrictions from importations into the United Kingdom which are exported from and are the produce or manufacture of British Dominions, except in the case of—

- (a) Gold or articles containing gold, except when consigned direct to the Bank of England.
- (b) Spirits, other than brandy and rum.
- (c) Hops.

In this connection the British authorities require as evidence of origin a sworn declaration on the invoice that the goods are the produce or manufacture of a British Dominion.

Customs Collectors in Canada have been instructed by the Commissioner of Customs that the required declaration in such cases may be sworn before them.

The following form of declaration should be written, printed or stamped on the invoice, and signed in writing by the exporter or his agent, viz:—

"I, exporter of the goods described in this invoice, hereby declare that all the said goods are bona fide the produce or manufacture of one or more of the British Dominions, viz:

(Customs Dating)

(Stamp)

(Signature of exporter or his agent)

Sworn to at..... this day of 191 before me.

Collector of Customs.

Any further information respecting this matter may be obtained by members from the Tariff Department of C. M. A.

Canadians at the National Wholesalers'

Several Canadians attended the annual meeting of the National Wholesale Lumber Dealers' Association, which was held in Philadelphia on March 18th, 19th and 20th. There was a large representation from all parts of the United States, and the sessions were profitable and instructive, dealing with many after-the-war problems and the placing of business generally on a normal footing. At the banquet, which was a brilliant success, the principal speakers were Hon. Jas. Beck of New York, former Attorney General of the United States, and Hon. Hugh Guthrie, of Ottawa, Solicitor General of Canada. Horace F. Taylor, of Buffalo, was re-elected president for the coming year, an honor which was conceded that he deserved by way of his activity and interest on behalf of the organization.

Among those present from Canada were W. Gerard Power, St. Pacome, Que., president of the Canadian Lumbermen's Association, and Gordon C. Edwards of Ottawa, who are trustees of the N. W. L. D. A., Daniel McLachlin, Arnprior; A. E. Clark, Toronto; W. A. Eliot, of E. H. Lemay, Montreal; Angus McLean, Bathurst; C. W. Wilkinson, Toronto; D. C. Johnston, Toronto; H. C. Blair, Montreal; L. Rolland, Montreal; W. T. Owens, Montebello, P.Q., D. Champoux, Restigouche, P.Q., and others.

A. E. Clark was a member of the Nominating Committee, appointed by the convention, while W. Gerard Power served on the Committee of Resolutions. As president of the Canadian Lumbermen's Association the latter presented greetings from that body, and thanked the United States for its help in the war. Mr. Power said he could not see why if the two countries could be allies in war, they could not be so in peace. He would like to see a closer co-operation between the National Associations of two countries in keeping each other posted regarding the important affairs in the lumber industry. The Philadelphia convention was the 27th annual meeting of the National Wholesale Lumber Dealers' Association. The date and place of the next conclave will be settled later.

Mr. Seaman Retires After Long Career

W. B. Seaman, vice-president of the Seaman Kent Co., Ltd., Toronto, has disposed of his interest in that organization and retired. He was one of the original founders of the business in 1886, the firm starting out as Lee & Seaman and conducting a small woodworking plant on Niagara Street where they made Venetian blinds. Later they moved to Northcote Ave., where they had larger premises. The advent of the roller blind prevented further development of the business originally planned and a change was made, hardwood flooring being the chief specialty of the organization.

Frank A. Kent, the present managing director of Seaman, Kent Company Ltd., has been identified with the firm for a score of years. They are now the largest manufacturers of hardwood flooring in the British Empire, having plants in Toronto, Meaford, Fort William, Ont., and Ste. Agathe, P. Q. Previous to the war a very large export business was done in Great Britain, New Zealand, Australia and South Africa and it is expected that as soon as ocean tonnage can be arranged that the former active foreign connections will be resumed. Seamen, Kent Company intend going aggressively after export trade.

Attack on Swedish Pulp Export

It is stated in a Swedish paper that a systematic agitation is in progress from certain interested groups who wish to increase the English import of cellulose and wood pulp from Canada, says the "Timber Trade Journal" of London, England. The force behind the movement, it is stated, a well-known German wood pulp firm, which has at present large interests in Canada, and which is consequently endeavoring to hamper in every way the Swedish export to England. For example, a report is circulated in England that the Swedish factories have made large sales to Germany, and that therefore they will not have sufficient pulp to satisfy the wants of the Allies. The Swedish wood pulp manufacturers state, on the other hand, that they have not made any sales to Germany for more than six months. After demobilization, Germany will not only be able to fill her own needs, but will soon be among the exporting countries. It is to be hoped that the delegation from the Swedish wood pulp industry will be able to clear up this matter satisfactorily.

At the New Westminster yards, the French government has an order for five steamers of 1,500 tons. The first of the four on the way was launched recently. As soon as these are in the water, three more wooden steamers of 3,200 tons each will be started for the Belgian government. At Port Coquitlam 500 men are employed building two 1,500 ton steamers, almost completed, for the French government; also one for the Greek government of 2,800 tons. The keel has already been laid for the first of three steamers of 3,200 tons burden which are ordered by the Belgians.

NEW ZEBRA, WOOD, WESTERN UNION, and PRIVATE CODES USED.

Telephones:

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400 Private Branch Exchange.

Cables:

"HILLAS," HULL

W. N. HILLAS & COMPANY

WOOD BROKERS

FOR EVERY CLASS OF TIMBER

Head Office: HULL, England

To the Lumber Companies of Canada:

You have the Goods. Place your Lists with full particulars in our hands. We are in daily touch with all the Buyers in the United Kingdom.

PLEASE NOTE. We pay cash against all documents, and take the whole of the Delcredere risk on Buyers.

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Every Canadian Saw Mill or Plant could profitably take advantage of this opportunity. By installing an inexpensive Kraft Soda Mill, all the slabs, tops, bottoms and waste wood may be utilized to produce Wood Pulp. We can place long term contracts for all that Canadian concerns are able to supply. The Swedish supply is practically cut off and Canada has a free field for this business. We will be pleased to send you details of this opportunity.

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British Importers
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WOOD PULP**

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Becker & Co., Limited

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LONDON, E.C., ENGLAND

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MACLEOD PULP COMPANY, Liverpool, Canada.

RIORDON PULP AND PAPER CO., Montreal. Easy Bleaching Canadian Sulphite Pulp.

ST. LAWRENCE SULPHITE PULP COMPANY.

Big Housing Building Scheme Outlined

The Federal Government says in its recently issued definite statement of policy that the success of the housing scheme depends upon the availability of suitable land at fair value, and at a cost which workmen can afford to pay. It has been suggested that to this end the provinces should formulate statutory provision for a cheap and speedy method of compulsory acquisition of land. Large sites are recommended, to facilitate proper planning and to secure the most economical results, these sites to be in wholesome environments and as accessible as possible to employment, transportation facilities, water supply, sewers and other public utilities. These sites should be restricted to residences only, but should any lots be required for business purposes the increased value of such sites should be made available for public purposes.

The Government suggests that no person with an annual income in excess of \$3,000 should be eligible as a purchaser or tenant under the housing scheme, in order to insure that the money be lent to those who need it the most. Reservations should be made, it is further suggested, for play-grounds, as well as for ample garden and air space. In cities and towns each dwelling therefore should be located on a lot at least 1,800 square feet, and those in villages or in rural communities on lots of at least 4,500 square feet.

The money borrowed by the Provinces will be reloaned to municipalities or direct to farmers' housing commissions. Its own debentures will be required of each municipality as security for advances, and each one will also be required to appoint a housing commission composed of the head of the council and two or four persons not members of the council. The cost of any house shall not exceed \$2,500, it is provided, or the cost of house and land together \$3,000, though in exceptional cases the total may be increased to \$3,600. The houses may be built by the commission itself, or it may make loans to housing companies up to 85 per cent of the value of houses and land, or any private person may borrow to the full cost of the house on land owned by himself or purchased from the commission. He may also qualify by paying 10 per cent of the value of land and house.

A civic housing scheme has been formed in Toronto and has arranged for the organization of a housing company to erect 100 houses at a value of \$2,500 each, on 25-foot lots costing not more than \$500 each. This number of houses will not go far toward meeting the demand and the Toronto medical officer of health says that 5,000 are

required at once; but they will demonstrate whether the program is practicable or not, and whether it should be extended on a scale in keeping with the needs of the community.

The increment of value on land by reason of its being needed for the purposes of the scheme is likely to be prevented by legislation, and the commission or company will be empowered to acquire sites by purchase or expropriation.

Turning Over Canadian Forestry Equipment

To enable the British Controller of Timber Supplies to continue the production of timber on the withdrawal of the Canadian Forestry Corps, the following arrangement for the transfer of the necessary machinery, equipment, and stores is approved, under Army Council Instruction No. 84 of 1919: Each unit of the Canadian Forestry Corps will issue to a representative of the Controller the machinery, equipment, and stores that are necessary. A remount officer will be present at the transfer of horses or other animals, and a Royal Engineer officer at the transfer of the buildings and machinery. The Board of Trade will select the mechanical transport vehicles they require. These vehicles will be vouchered to the Board of Trade by the O. C. Local Auxiliary Mechanical Transport Company. The remainder of the vehicles will be withdrawn by the Local Auxiliary Mechanical Transport Company. This transfer should be completed by March 31st, when a detailed list will be forwarded to the War Office (Q.M.G. 3c) showing—(a) vehicles taken over by the Board of Trade; (b) all other vehicles previously employed with the Canadian Forestry Corps. When the transfer for each Canadian Forestry Corps unit has been completed the equipment accounts will be rendered to the Local Auditor of the Army Command.

A note appended states that the equipment, horses, vehicles, etc. of the Canadian Forestry units are the property of the Imperial Government.

In addition to spotted fever and typhoid fever, Petrograd is being ravaged by smallpox, according to advices through Helsingfors. All the hospitals are crowded and the mortality is increasing daily. The bodies of the dead are collected in big wooden cases and emptied into large graves, the cases then being returned to the hospitals, filled again, and the process repeated.

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CLYDESDALE TRUCKS

are produced in
1, 1½, 2½,
3½ and 5 tons
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CLYDESDALE 5 TON MOTOR TRUCK

The above illustrates what is now generally acknowledged to be the most perfect motor truck, from the standpoint of materials, design and operation, that has ever been produced in the market, and the CLYDESDALE is "Made in Canada."

The CLYDESDALE is the result of an actual creative experience, greater than that entering into the design of any other truck made in America.

CLYDESDALE Trucks are built in Toronto for Canada and the Imperial Colonies.

No matter what truck you may have thought of buying you owe it to yourself to see and try a CLYDESDALE before coming to a final decision.

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All "Reliance" Chains are provided with a wide-wearing shoe on one side of the link.

Note also the double-keyed pin head to prevent the pin from turning.



F-4 (B. & F.)

"Reliance" Chain

With F-4 (or B. & F.) Attachments; the best thing for Saw Dust and Light Refuse Conveyers. Used also for Lumber Conveyers.



Jeffrey
"Hercules"
Chain

The Jeffrey Square Shank Pin Construction eliminates all rocking motion in the side bar.

Jeffrey Square Shank Pin Construction

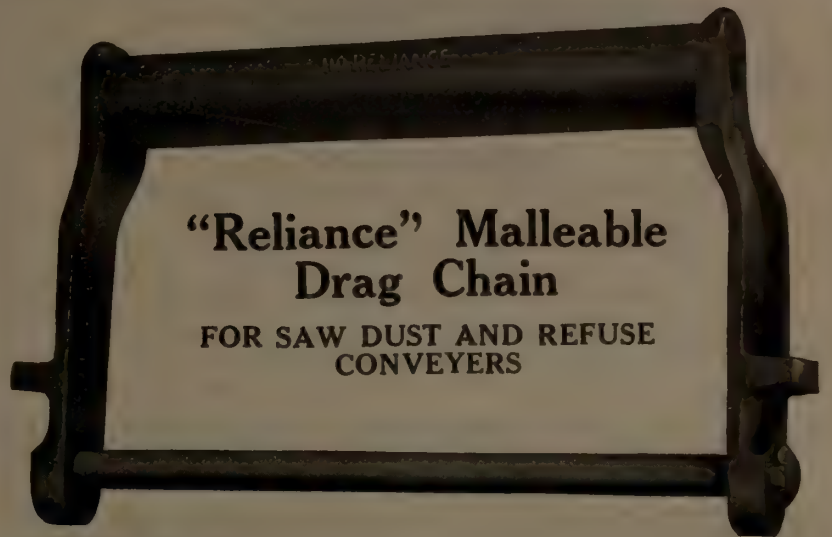
The hard smooth steel pins with the square shanks fit into perfectly square holes. The bearing surface is the full width of the pin. We are the originators of this type of chain and have been building and improving it for 25 years.



F-2 Attachment

Jeffrey Detachable Chain

The type most generally used for Chain Drives. With F-2 Attachments to carry flights, Detachable Chains make good saw dust Conveyers.



"Reliance" Malleable Drag Chain

FOR SAW DUST AND REFUSE CONVEYERS

JEFFREY CHAINS

For Conveyer Service in Handling Logs, Lumber, Mill Refuse, Slabs, &c.

Not just chains, but chains that combine all the qualities and features demanded where greatest production or capacity is to be obtained.

Our 36 years of Chain building experience and knowledge of the Lumber Industry's needs makes the recommendations of Jeffrey Engineers valuable to you.

We ask the opportunity to prove our claims to you. Write for Catalog.

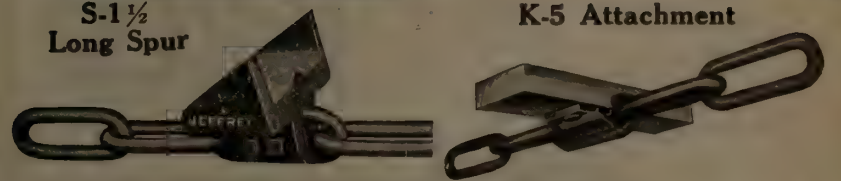
The Jeffrey Mfg. Co.

Canadian Branch and Warerooms
MONTREAL



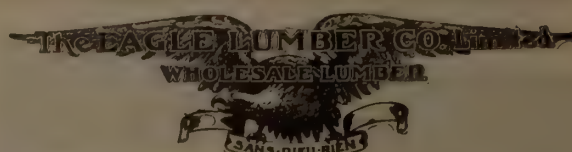
S-1 1/2
Long Spur

K-5 Attachment



Long Link Coil Chain

For Log Hauls with S-1 1/2 Spurs
For Heavy or Light Refuse and Slab Conveyers, use U Bolt or K-5 Attachments to carry flights or scrapers.



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SPRUCE (Merchantable) 1918 Cut.
500,000 ft. 1 x 4, 5, 6, 7, 8 in. ... 10/18 ft.
800,000 ft. 2 x 4, 5, 6, 7, 8, 9, 10 in. ... 10/18 ft.
500,000 ft. 3 x 4, 5, 6, 7, 8, 9, 10, 11 in. ... 10/18 ft.
200,000 ft. 8 x 6, 7, 8, 9, 10, 11, 12 in. ... 17/26 ft.
SPRUCE (Mill Cull)
800,000 ft. 1, 2, 2½, and 3 in.
WHITE PINE (Mill Run)
1,200,000 ft. 1, 1½, 1¾, 2 and 3 in.
HEMLOCK (Merchantable and Mill Cull)
500,000 ft. 1, 2 and 3 in.
BASSWOOD (Mill Run)
200,000 ft. 1, 1½, 1¾, and 2 in.
BIRCH (Mill Run)
600,000 ft. 1, 1½, 1¾, 2, 3, and 4 in.
BROWN ASH (Mill Run)
100,000 ft. 1 x 4 and up in. ... 6/13 ft.

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**White Pine, Red Pine
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Lumber and Lath**

Excellent Planing Mill Facilities. Prompt Shipments.

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C. A. SPENCER, LIMITED

Wholesale Dealers in Rough and Dressed Lumber, Lath and Shingles

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EDGINGS

Ontario

Sam A. Skead, lumber dealer of Calgary, Alta., was in Toronto and other cities recently calling upon the members of the trade.

Work on the erection of a large lumber mill at Lakeshore, Ont., for the Armstrong Lumber Company, Port Arthur, Ont., has been indefinitely postponed.

W. C. Laidlaw, of the R. Laidlaw Lumber Company, Toronto, who has been spending the past few weeks at Augusta, South Carolina, has returned to Toronto.

The Canadian Mathews Gravity Carrier Co. Ltd. have removed their plant from Toronto to Port Hope, Ont. A sales office has been opened at Room No. 407, Lumsden Bldg., Toronto.

Some large business has been coming out. The Dominion Government has authorized the contracts to proceed with the Toronto Harbor Commission work, which calls for about 5,000,000 feet of fir timbers, nearly all of which business has already been placed with Toronto wholesalers.

The Chippewa River Timber Co., Ltd. has been incorporated with head office at Toronto, Ont., and capital stock of \$500,000. The solicitors are Denton, Grover & MacDonald, 24 King St., West, Toronto. The new company will carry on a general lumber, pulp and paper business.

Reginald Buchan of Robert Bury & Co., Canada (Ltd.), Toronto, who is at present in England on a business trip, expects to sail for Canada about April 2nd. While in England Mr. Buchanan has had the good fortune to be able to meet his two brothers, one from Australia and the other from England, who have been serving overseas.

The property of the late John Waldie, 75 Park Road, Rosedale, Toronto, has been sold to Col. F. H. Deacon. The real estate which covers eight and one half acres has a picturesque location and it is understood that the purchase price was \$110,000. Mr. Waldie was the founder of the Victoria Harbor Lumber Company and was prominently connected with the industry in which his sons, F. N. & R. S. Waldie, are now associated.

The employees of N. Hipel were recently entertained to an oyster supper by their employer. Over 30 enjoyed the spread which was held at the lumber camp at Leslie station, Puslinch Township. The evening marked the wind-up of the season's operations in the lumber camp. On December 17th, 1918, operations were started and in this time 400,000 feet were cut. Some of the trees that were cut were of a tremendous size, one large cedar measured three feet ten inches in diameter, while two pine trees yielded 2,500 feet of lumber. A 12 foot and a 14 foot elm log combined gave 1,600 feet of lumber, log measure.

The fiscal year of the Mattagami Pulp and Paper Company closes at the end of March. The company for the first eight months of its fiscal year, which ended December 21st last, showed net earnings of \$344,580, of which \$101,793 was written off to reserve for depletion of timber account, this reserve standing at \$200,000 at the end of 1918. This deduction left \$242,787 available, equal to three times the bond interests. During the year the company's third digester was completed, and all that is required to increase the capacity of the plant at Smooth Rock Falls, Ont., to 45,000 tons per annum is the installation of a new drying machine, which is now being proceeded with.

Automobile thieves are abroad and have been playing their calling vigorously of late in Toronto. T. M. Lewis, of Knox Bros., had a McLaughlin car stolen from the down town district in Toronto recently and it was recovered some days later in Hamilton slightly damaged. H. S. Fergus, of G. A. Grier and Sons, also had his McLaughlin Six taken from the front of the McKinnon building a few days ago. It was discovered by the police a few hours after. This is the second experience of Mr. Fergus in this line within the past few months. It will be remembered that he was "held-up" by a bandit in High Park one morning last fall and his car commandeered and driven to a village near Barrie where it was recovered some days later, considerably the worse of its outing.

Chas. Arthur Monteith, of Monteith Bros., proprietors of the Monteith House, Rosseau, Muskoka and also lumber manufacturers and wholesalers, died on March 21st in Hamilton, Ont., after a week's illness of pneumonia. Mr. Monteith was returning from spending a few weeks in Florida and was taken ill on his way home. He attended the annual meeting of the Retail Lumber Dealers' Association in Toronto on February 11th and was present at the banquet. On that occasion he met a large number of his friends in the trade and was looking forward to a pleasant holiday. The news of his death comes as a distinct shock to his wide circle of acquaintances. Mr. Monteith was a son of the late John Monteith, founder of the well known summer resort at Rosseau. He was 44 years of age and a native of Barrie, Ont. J. H. Monteith, of Monteith Bros., survives. The remains of C. A. Monteith were taken to Rosseau for interment. His passing will be widely regretted not only by those associated with the lumber business in which he was extensively known, but also by a large number of summer visitors who enjoy their annual holiday in the Muskoka district.

Eastern Canada

B. F. Smith Ltd., East Florenceville, N. B., lumbermen and producers, recently suffered loss by fire, when their warehouse was destroyed.

Jos. A. Daoust Ltd., lumber merchants, Ste. Anne de Bellevue, P. Q., obtained a charter.

Leblanc & Company, Wedgeport, N. S., are contemplating constructing a schooner 125 feet long, 75 foot keel, 25.2 feet wide, and 125 gross tons.

J. N. Rafuse & Sons, Conquerall Bank, Lunenburg Co., N. S., have started work at Salmon River, N. S., on a four masted, 600 tons capacity, schooner.

The Acadian Shipbuilding Company, Saulnierville, N. S., have started work on a three masted schooner.

The Lost Company Ltd. has been incorporated with head office at Montreal, P.Q., and capital stock of \$50,000, to carry on business as manufacturers of and dealers in pulpwood, bark, timber, lumber, pulp, paper and all kinds

of products of the forest. Among those interested are P. M. Jost and A. E. Weaver of Westmount, P. Q.

The Reynolds Timber Shipping and Insurance Agency, Ltd., have been granted supplementary letters patent to increase their capital stock from \$40,000 to \$150,000, and also to change the name of the company to the Reynolds Company Ltd.

The Kipawa Co., Ltd., 355 Beaver Hall Sq., Montreal, P. Q., are contemplating erecting a number of residences for their employees at Temiskaming, P. Q., where their new one hundred ton bleached sulphite plant is in course of construction.

The capital stock of Price Bros. & Company Ltd., of Quebec, P. Q., who operate extensive pulp, paper and lumber plants has been increased from \$5,000,000 to \$10,000,000. It is understood that the company will make extensive additions to their pulp and paper plants at Jonquiere.

The Nashwaak Pulp & Paper Co., St. John, N. B., with head office at 200 5th Ave., New York, have awarded the contract and work is to start on the construction of a dam at Marysville, N. B. The general manager of the company is N. M. Jones. The General contractors are Ambursen Hydraulic Construction Co. of Canada Ltd., 10 Cathcart St., Montreal, P. Q.

The pulp mill of the Bathurst Lumber Co. shut down recently at Bathurst, N. B. According to despatches this is due, among other causes, to slackness in the pulp market, and attitude of organized labor in the handling of the output of open-shop mills. It is not expected, however, that the plant will remain idle for more than two or three weeks, and while pulp is not being manufactured, extensive repair work is being carried out.

The Canadian Pulp and Paper Association, Montreal, is making efforts to get the Universities of the Dominion to help pulp and paper manufacturers in securing highly-trained men for the industry. The suggestion is that university students might be induced to spend their summer holidays in working in the pulp and paper mills, thus getting an insight into the industry, learning of its possibilities, and gaining a knowledge of the line of study to pursue in the university to fit themselves for important positions in the industry. A Student Branch of the Technical Section of the Canadian Pulp and Paper Association has been formed, enabling students to get the advantage of membership at a nominal fee. Various universities have already given the idea their support, and an effort will be made to get every mill to take one or two students this summer. At the present time Canada has to depend on foreign countries for experts in the industry.

J. H. Dansereau, of Montreal and Three Rivers, P. Q., has sold one of his mills and limits to the Donnacona Paper Co., Donnacona, P. Q. This is on the Jacques Cartier River at Pont Rouge, 2 miles west of Quebec. The limits cover an area of 183,360 acres, estimated to contain 2,567,000 cords of pulpwood, spruce and balsam. The mill has a capacity of 15,000,000 to 20,000,000 ft. of lumber per annum. The plant includes a pond of a capacity of 75,000 to 100,000 logs. The mill is equipped with a band saw, a carriage with steam feed, a steam rigger and log loader, a resaw, and double edger on one side; circular twin saws to slab the logs, a 45 in. gang, two circular resaws, a double edger, a trimmer, a lath mill, and a planing mill on the other side. The property includes a water power capable of developing 4,500 h.p. The price paid was \$881,500. Mr. Dansereau still retains his mill at Three Rivers and his timber limits on the St. Maurice River.

A meeting of prominent pulp and lumbermen was held in Montreal recently, under the auspices of the Pulp and Paper Association to draw up plans for a practical scheme of reforestation, in which returned soldiers may be employed. The present included Brigadier-General White, Sir William Price, J. A. Bothwell, F. J. Campbell, Ellwood Wilson, and others. The scheme discussed involved the employment of returned soldiers not only in the work of reforestation, which it was stated, was badly needed, but also in the mills. It was decided to urge the Government to assist in the scheme, but in any case it will be proceeded with. This meeting was followed by a conference of woodsmen, with a view of devising better methods of forest conservations. This conference had particular reference to the depredations of the bud worm, which is creating great havoc in the forests of the province, particularly among balsam. Already all balsam trees in large areas have been killed.

Western Canada

The Dominion Shingle mill, which has been closed down while extensive alterations and improvements were being made has reopened at Elburne.

A. Barr is erecting a sawmill on his property near Mission, B. C. The mill will have a cutting capacity of 20,00 feet a day.

The first of the three Norwegian vessels being built in Victoria by the Chobert Ship Company was launched early this month and the schooner Gunn in Vancouver will follow it in about a month.

The fine new mill of Roe & Abernethy Lumber company at Elburne is now completed and is a compact and up-to-date plant for the manufacture of timber and lumber.

Receipts at the Crown Timber Office in New Westminster continue to show steadily increases. For the month of February they totalled \$4,473.27 as compared with \$3,513 in February, 1918. For the eleven months of the fiscal year they were \$92,097.89, as against \$71,570.21 in the corresponding eleven months of the last fiscal.

The wooden steamer Frontenac, 1500 tons capacity, was recently launched at the Poplar Island shipyard, New Westminster, B. C. Within half an hour after the launching of the vessel, the keel of a sister ship, the fifth of these vessels, was being laid in the berth vacated by the Frontenac.

Hon. T. D. Pattullo, Minister of Lands for B.C., has introduced in the Legislature a bill carrying several important amendments to the Forest Act. Timber that is covered by the timber license and where the timber is considered more valuable for pulp purposes this license may be converted into a pulp license, that is, if the holder complies with the statutory regulations and erects a pulp plant at a value of \$300,000. Where any site is wanted for industrial purposes, and that site is on land covered by the existing timber license, provision is made for valuing of such timber. The Government is taking the power to grant a further renewal on a license that has expired owing to non payment of current fees and such renewal to be granted for a period of one year with an extra penalty attached. To reduce the fire risk and to insure proper disposal of slash, a provision is made whereby the cost of destroying the slash shall be borne by a Forest Protection Fund, and the operator, each to pay one half.

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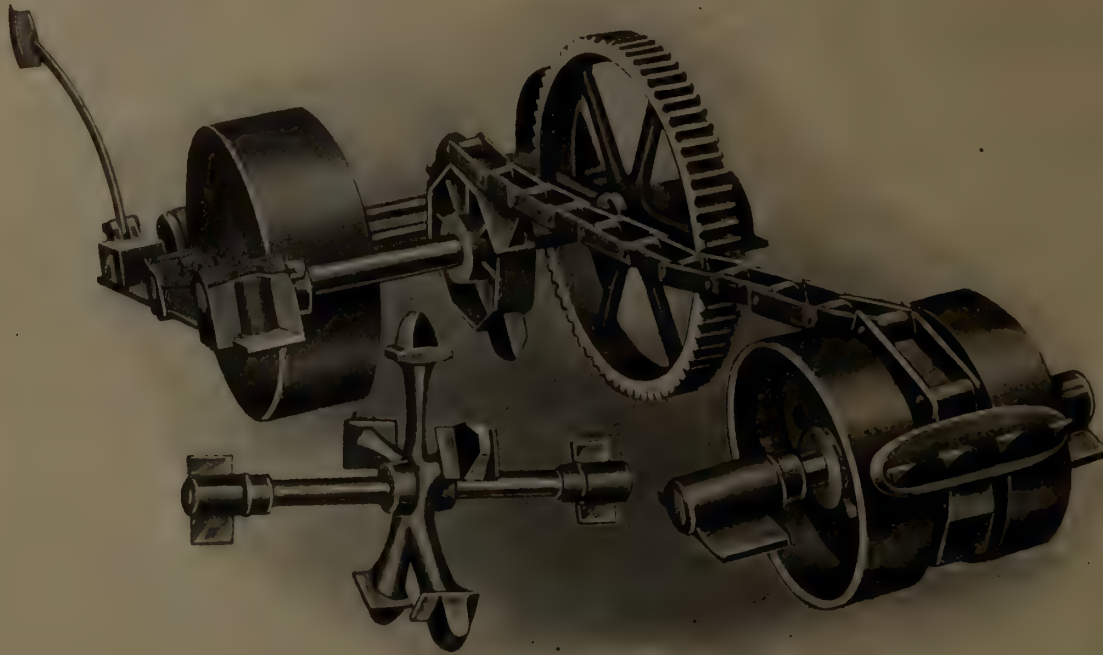
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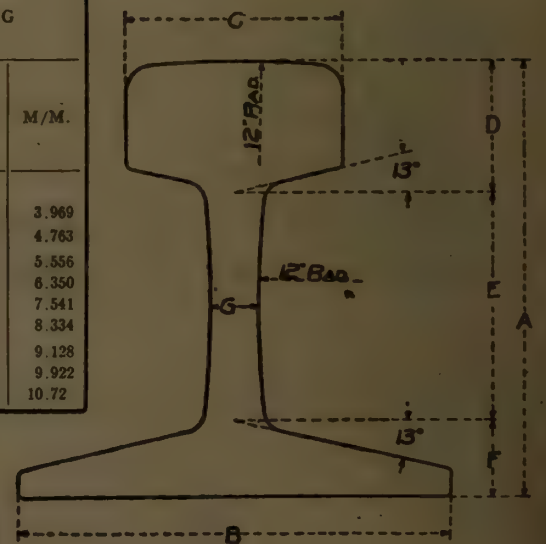
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35	17.36	3½	84.14	3½	84.14	1½	44.45	¾	24.21	1½	45.24	¾	14.68	¾	9.128
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ALPHABETICAL INDEX TO ADVERTISERS

Alberta Lumber Company .. .	9	Davison Lumber Company .. .	10	Hart & McDonagh .. .	8	Powell Myers Lumber Co. .. .	22
Algoma Steel Corporation .. .	70	Davies Company, William .. .	30	Hay Knife Company, Peter .. .	24	Prince Rupert Lumber Co. .. .	28
Allen-Stoltze Lumber Co. .. .	27	Department of Lands, Forests and Mines, Ontario .. .		Heeney, Percy E. .. .	22	Pratt & Whitney .. .	31
American Pad & Textile Co. .. .	81	Disston & Sons, Henry .. .	73	Hettler Lumber Company, H. H. .. .	64	Pyrene Mfg. Co. .. .	74
American Woodworking Machin- ery Company .. .		Dominion Lumber & Timber Co. .. .	22	Hillas & Company, W. N. .. .	61	Rankin-Benedict Co. .. .	80
Anderson & Co., C. G. .. .	12	Dudley, A. N. .. .	29	Hoe & Company, R. .. .	78	Rat Portage Lumber Company .. .	22
Atkins & Co., E. C. .. .	67	Dunfield & Company .. .	10	Huther Bros. Saw Mfg. Co., Inc. .. .	68	Renfrew Planing Mills .. .	23
Atlantic Lumber Co. .. .	8	Dunbar Engine and Foundry Co. .. .		International Land & Lumber Co. .. .	27	Reed & Co., Geo. W. .. .	68
Atlas Asbestos Company .. .	1	Dunlop Tire & Rubber Goods Co. .. .	75	Jeffrey Manufacturing Company .. .	63	Reynolds Timber Co. .. .	
Austin & Nicholson .. .	8	Duplex Truck Company .. .	79	Johnston, A. H. .. .	66	River Ouelle Pulp and Lumber Company .. .	29
		Dupuis Company, J. P. .. .	12	Jost, P. M. .. .	12	Russell, Chas. H. .. .	65
Bainbridge Lumber Co. .. .	15	Eagle Lumber Company .. .	64			Rutherford & Sons, Wm. .. .	
Bartram & Ball .. .	3	Eaton & Co., J. R. .. .	9	Kecwatin Lumber Company .. .	14		
Bay City Foundry & Machine Co. .. .	24	Edwards & Co., W. C. .. .	23	Knox Brothers .. .	3	Service Lumber Co. .. .	27
Becker & Company .. .	61	Eisendrath Glove Co. .. .	81			Sessenwein Brothers .. .	68
Bell Veterinary Wonder Co., Dr. .. .	53	Elk Fire Brick Company .. .	81	Landlaw Bale Tie Company .. .	53	Sewall, James W. .. .	12
Beveridge Paper Co. .. .	82	Elmira Machinery and Transmis- sion Company .. .		Lake Lumber Company .. .	12	Shafer Hardwood Co., John I. .. .	15
Blakeslee, Perrin & Darling .. .	17	Engineering & Machine Works of Canada, Ltd. .. .	86	Lamontagne Limited .. .	24	Shannon Lumber Co., R. P. .. .	28
Bond Engineering Works .. .	68	Excelsior Lumber Company .. .	23	Leckie, Ltd., John .. .		Shearer Company, James .. .	4
Bourgouin, H. .. .	65	Exchange Lumber Co. .. .	15	Long-Bell Lumber Company .. .	18	Sheldons Limited .. .	
Bowater & Sons, W. V. .. .				Long Lumber Company .. .	9	Shimer Cutter Head Company .. .	1
Bradley, R. R. .. .	53	Farnsworth & Jardine .. .	12	Long Manufacturing Co., E. .. .	74	Shingle Agency of B. C. .. .	
British American Mills and Tim- ber Company .. .	24	Fassett Lumber Company, Ltd. .. .	6	MacLean Daily Reports .. .	53	Shurly-Dietrich, Limited .. .	59
Brown & Co., Geo. C. .. .		Fesserton Timber Company .. .	23	Main Belting Co. .. .	76	Simonds Canada Saw Co., Ltd. .. .	30
		Firstbrook Brothers .. .	13	Marsh Engineering Works, Ltd. .. .	72	Smart-Turner Mach. Co., Ltd. .. .	1
Callander Saw Mills .. .	11	Foss Lumber Company .. .	28	Mason, Gordon & Co. .. .	11	Smith, N. .. .	53
Canadian Western Lumber Co. .. .	19	Fraser Companies, Ltd. .. .	16	Mason Regulator Company .. .		Spencer Limited, C. A. .. .	64
Carborundum Co. .. .	93	Fraser Bryson Lumber Co., Ltd. .. .	9	McKinnon Columbus Chain Co. .. .	90	Stratford Oakum Co., Geo. .. .	14
Canadian Consolidated Rubber Company .. .	80			McLaren Belting Company, J. C. .. .	96	Stearns & Culver Lumber Co. .. .	29
Campbell MacLaurin Lumber Co. .. .	64	Garlock-Walker Machinery Co. .. .	2	McLaren, Limited, D. K. .. .	85	Summers, James R. .. .	53
Canada Lumber Company .. .	9	Gates, John W. .. .		McLennan Lumber Co., Ltd. .. .	65		
Canada Metal Company .. .	90	Gerlach Company, Peter .. .	81	Mershon & Co., W. B. .. .	74	Taylor, S. K. .. .	24
Canadian General Lumber Co. .. .	13	Gartshore, John J. .. .	1	Miller Company, W. H. .. .	22	Terry & Gordon .. .	5
Canadian Link-Belt Company .. .	69	General Supply Company .. .	92	Montreal Locomotive Works .. .	91	Thurston-Flavelle Lumber Co. .. .	28
Canadian Mathews-Gravity Car- rier Company .. .		Gillespie, James .. .	12	Montreal Lumber Company .. .	12	Timberland Lumber Company .. .	27
Canadian Milk Products .. .	57	Gillies Brothers, Ltd. .. .	11	Morgan Machine Mfg. Co. .. .	86	Timms, Phillips & Co. .. .	28
Canadian National Railway .. .		Gloucester Lumber & Trading Co. .. .	20	Moores, Jr., E. J. .. .	22	Toronto Blower Company .. .	65
Canadian Warren Axe & Tool Co. .. .	1	Genoa Bay Lumber Co. .. .	5	Muir & Kirkpatrick .. .	17	Turner & Sons, J. J. .. .	91
Canadian Wood Products Co. .. .	53	Goodhue & Co., J. L. .. .	73	Musgrave & Company .. .	24		
Cane, Jas. G. .. .	14	Goodyear Tire & Rubber Co. .. .				Union Lumber Company .. .	7
Cant & Kemp .. .	12	Gordon & Co., George .. .		National Steel Car Co. .. .	87	Union Stock Yards .. .	53
Cardinal & Page .. .	12	Grant, Holden & Graham .. .	74	New Ontario Colonization Co. .. .	15		
Carss Mackinaw Company .. .		Graton & Knight Mfg. Co. .. .	89			Vancouver Lumber Company .. .	
Chapman Double Ball Bearing Co. .. .	69	Green Company, G. Walter .. .	70	Oliver Lumber Company .. .	23	Victoria Harbor Lumber Co. .. .	14
Chicago Lumber & Coal Co. .. .	20	Gutta Percha and Rubber Co. .. .	78	Ontario Wind Engine & Pump Co. .. .	86	Victoria Lumber and Mfg. Co. .. .	4
Clarke & Co., A. R. .. .	71						
Clay Engine Company .. .		Hay & Company .. .	68	Pacific Lumber Company .. .	29	Watrous Engine Works Com- pany, Ltd. .. .	95
Cleveland-Sarnia Saw Mills Co. .. .	55	Haight, W. L. .. .	11	Parry Sound Lumber Co., Ltd. .. .	15	Watson & Todd .. .	14
Climax Manufacturing Company .. .	91	Hall & Brown Machinery Co. .. .	80	Payette Company, P. .. .	82	Webster & Brother, Ltd., James .. .	12
Clyde Cars Company .. .		Hamilton Company, William .. .	77	Pedwell Hardwood Lumber Co. .. .	14	West & Peachey .. .	36
Coltart & Company .. .	12	Hardy, E. D. .. .	1	Pennoyer Company, J. C. .. .	83	Wistar, Underhill & Nixon .. .	22
Coolidge & Carlisle .. .	53	Harquail, J. & D. A. .. .	21	Petrie, H. W. .. .	13	Woods Manufacturing Co., Ltd. .. .	59
Copeland Shoe-pack Co. .. .	55	Harris Abattoir Company .. .	57	Philadelphia Textile Machinery Company .. .	91	Wuichet, Louis .. .	9
Consumers Cordage Co. .. .		Harris Tie and Timber Company .. .	14	Pink Company, Thos. .. .	58		
						Yates Machine Company, P. B. .. .	

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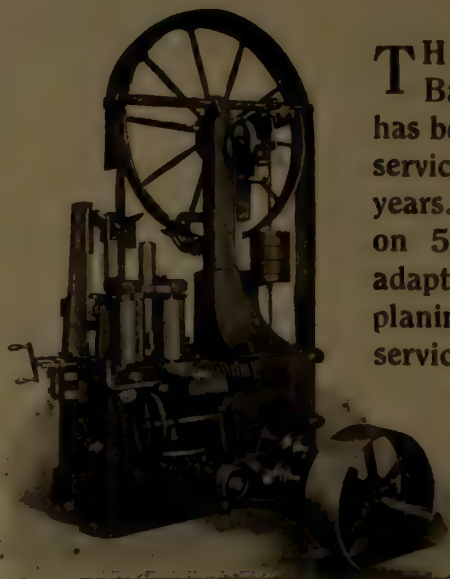
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¶ The first belts of this brand sold have been in use for years and have proven that scientific research—combined with approximately one quarter of a century's experience in the rubber goods manufacturing industry—could offer no more in belt merits than those features for which this Dunlop Product is so well and favourably known.

¶ We believe Dunlop "Gibraltar RedSpecial" cannot be made better. It is a red, frictioned-surface belt, constructed of the highest grade rubber, and specially-woven duck of tremendous tensile strength. This accounts for its great tenacity, its enduring flexibility and its absolute uniformity throughout.

¶ Provision has been made in "Gibraltar RedSpecial" against drying out and rotting. The richness of the rubber—compounded to retain its pliability indefinitely—waterproofs the duck as well as holds the plies securely together. It also serves to minimize internal chafing due to the constant bending of the belt. All unnecessary stretch is taken out in the manufacturing process.

¶ You will find Dunlop "Gibraltar RedSpecial" Frictioned-Surface Belting doing daily duty the year round in Pulp and Paper Mills, Iron Foundries, Steel and Rolling Mills, Saw and Lumber Mills, Mines, etc., in a truly efficient manner.

¶ We also specialize on Conveyor and Elevator Belts to meet every need.

The Dunlop Unreserved Guarantee

If you have a difficult drive anywhere in your factory drop a line to our Head Office, or to our nearest branch, and we will send a man experienced in belt engineering to consider your requirements. If it is an instance where "Gibraltar RedSpecial" Belting may be suitably employed we will recommend its use; and we will stand behind our recommendation with the fullest guarantee ever issued by a firm producing rubber products.

Dunlop Tire & Rubber Goods Co., Limited

Head Office and Factories: TORONTO

BRANCHES IN THE LEADING CITIES

Makers of Tires for all Purposes, Mechanical Rubber Products of all kinds, and General Rubber Specialties.

Unrivalled Strength



Combined with Toughness, Flexibility and
Long Life

Is an Outstanding Feature of the Ever Reliable

LEVIATHAN-ANACONDA BELTING

With Every Belt Goes a
REFUND GUARANTY AGAINST STRETCH.

Ask for our Magazine "The Main Facts"

LEVIATHAN

Will keep
your
Machinery
Running
Continuously
at
Full Capacity



92' x 20 x 8 Ply Leviathan, Gold Medal Furniture Co, Uxbridge, Ont.

ANACONDA

Is Proof
Against Heat
Dust
Water, Steam
Gas
Oils or
Acids

MAIN BELTING CO.

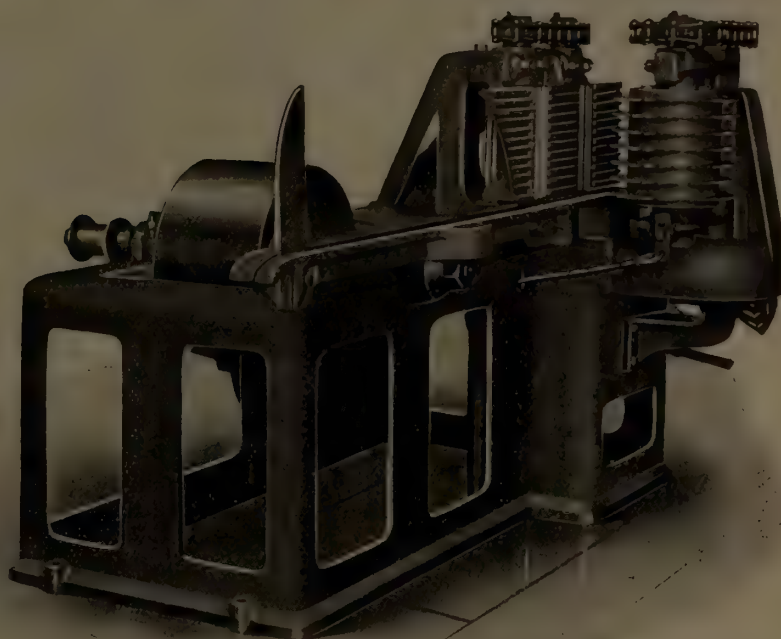
OF CANADA, LIMITED

MONTREAL	TORONTO	WINNIPEG
10 St. Peter Street	32 Front St. W	W. W. Hicks,
	CALGARY and EDMONTON	567 Banning St.
	Gorman, Clancy & Grindley, Edmonton	

"HAMILTON" CIRCULAR RE-SAWS

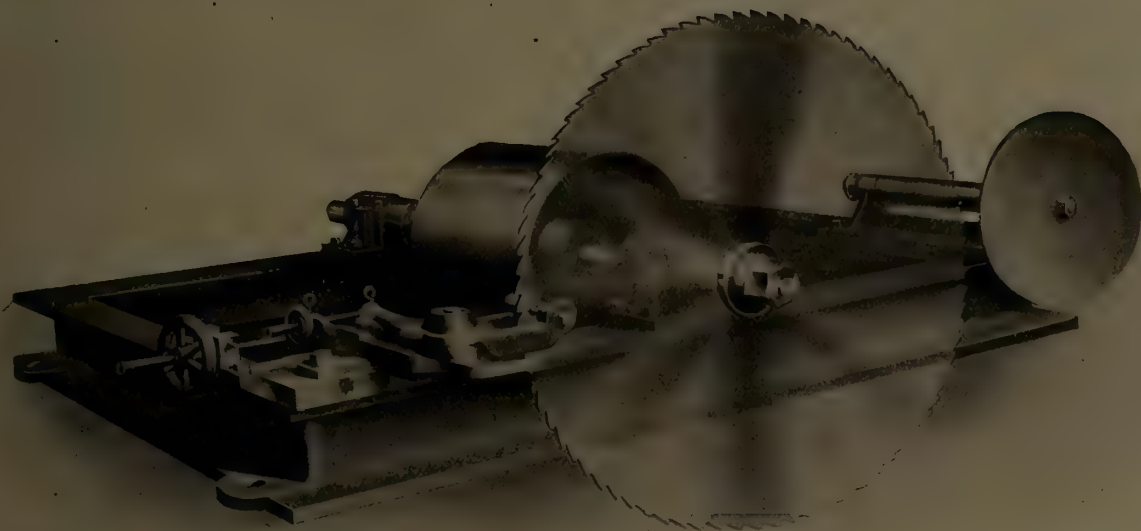
Here is a strong, rigid, well designed machine, specially gotten up for resawing slabs. The feed rolls are carried on a sliding frame that is easily adjustable to cut lumber any desired thickness. The binding or press roll is 13 in. diam., fitted with saw discs and power driven. The saw used is 42 in. diam., driving pulley 18 in. diam. x 12 in. face. Cut shows Left Hand Machine.

We also make this machine with wooden frame, having the mandrel and saw carried on an adjustable sliding frame.



Descriptive circular sent upon request.

"HAMILTON" HUSK FRAMES



Made in different sizes to suit all requirements. Frames are all of cast iron, of heavy section throughout, planed on top and bottom, with mandrel boxes lined with high grade babbitt. Mandrels are exceptionally large, of forged steel with forged collar, and the guide is the famous Parkhurst steel saw guide with steel splitter.

We manufacture a complete line of up-to-date Saw mill Machinery for either Band or Circular Mills.

William Hamilton Co., Limited

Peterboro, Ontario

Agents—J. L. Neilson & Co., Winnipeg, Man.

Oldest and Best

HOE



Chisel Tooth Saws

Choice of Lumbermen Everywhere

The even temper of these saws and the fine quality of steel from which they are made have proved Hoe saws reliable for nearly one hundred years.

More than one hundred thousand "Hoes" are to-day successfully sawing lumber in all parts of the globe. The Hoe Chisel Tooth Saw, invented 40 years ago, is still the best for cutting hardwood.

Special Flanged Shanks and Superior Bits Supplied

R. HOE & CO. 504-520
Grand Street New York City

America's Oldest Saw Manufacturers



Rubber Goods FOR LUMBERMEN

Belting Our long experience in the making of Rubber Belts enables us to specialize on this line. "P.M.S.," "Special Drive" and "Lion" are our leading brands for power transmission.

Packings "Redstone" High Pressure Sheet Packing has proved by test that it will outlast any other similar packing on the market. We make Spiral and Ring Packings, etc., that are equally reliable.

Hose for Steam, Water, etc., in various grades, made especially to give satisfactory and economical service under different conditions.

Fire Hose One or more of our twenty brands of Fire Hose will be found, not only in the best equipped Factories, Mills, etc., but in almost every Fire Department in the Dominion.

Gutta Percha & Rubber, Limited

TORONTO MONTREAL WINNIPEG REGINA SASKATOON CALGARY EDMONTON VANCOUVER

DUPLIX FOUR
WHEEL
DRIVE
TRUCK



Duplex Does Better Hauling For 20 to 60 Per Cent less

From woods to mill, from mill to yard, from yard to job, the Duplex 4-Wheel-Drive reduces hauling cost per ton-mile.

Careful records show that this saving runs from 20 to 60 per cent.

This is true whether the Duplex replaces other trucks, or horses and mules.

Wherever it goes, the Duplex *goes more cheaply—and gets through.*

With its power applied to all four wheels, it carries a full load where ordinary trucks could not move their own weight.

It has more than four times the power it would have, if it drove with two wheels only.

This means lower cost per ton-mile. It means saving in fuel and tires. It means constant performance, under all conditions.

The Duplex is the original 4-wheel Drive Truck. For eleven years it has been establishing wonderful records in lowering haulage costs.

These records show that the Duplex consistently and continually saves from 20 to 60 per cent.

Business executives should study these records, and call Duplex transportation engineers to apply these figures and also to demonstrate the Duplex.

Send for Booklet—"The Modern and Efficient Way to Haul Logs and Lumber"

DUPLIX TRUCK COMPANY
2062 Washington Ave., Lansing, Michigan

DUPLIX TRUCKS

Cost Less Per Ton-mile



How Dominion Rubber System Belting Service Helps Belt Users

For more than fifty years we have specialized in the making of belting and the solving of problems in transmitting power and conveying materials economically.

We maintain a staff of belting experts for the sole purpose of helping Canadian Manufacturers to "speed up" production by cutting belting costs and eliminating power wastage.

These experts will, without charge, analyze your transmission and conveying equipment in its entirety and will recommend changes only where they are necessary to increase the efficiency of that equipment.

You are under no obligation to us in availing yourself of this service—the only return that we request is that you purchase Dominion Rubber System Belting when you have been convinced that the changes recommended by our engineer will be beneficial.

This special service is available through any of our branches.

Phone, wire or write the one nearest to you and let us prove to you that the kind of service we have given to Canada's largest industries and the kind we want to give to you, means more than just selling better belts.



Makers of
Dominion Hose, Packing and Industrial Rubber Goods and Dominion Tires, the GOOD Tires for every purpose.

Services Branches

Halifax,	Fort William,
St. John,	Winnipeg,
Quebec,	Brandon,
Montreal,	Regina,
Ottawa,	Saskatoon,
Toronto,	Edmonton,
Hamilton,	Calgary,
London,	Lethbridge,
Kitchener,	Vancouver,
North Bay,	Victoria.



The Big Little Planer

Our New Model No. 156 "Baby" Fast Feed Planer, Matcher and Moulder is adapted to the needs of the smaller and medium sized mills, giving them the same class of output as that produced by the larger machines. It is simple to operate, low cost of maintenance and has given satisfaction wherever installed.

Write for large circular and prices.

Hall & Brown Wood Working Machine Co
Saint Louis, U.S.A.

Home Office and Factory, 1913 to 1933 North Broadway

Do You Know That Lumbermen
Have Been Saved

MILLIONS OF DOLLARS

By the

Manufacturing Lumbermen's Underwriters

Organized in 1895

The Pioneer Lumber Insurance Association

For 20 YEARS the best example of the RECIPROCAL or INTER-INSURANCE plan successfully applied to the lumber industry and still the LARGEST AND STRONGEST CO-OPERATIVE EXCHANGE furnishing AT COST ideal fire insurance for Saw Mill plants and giving the best service, which includes

Liberal and Correct Policy Forms

Improvement Suggestions for Reducing Rates
Practical, Efficient, Frequent Inspections and
Fire Prevention Service

The Certainty of Prompt and Equitable Adjustment

ARE YOU ONE OF THIS ASSOCIATION'S 735 MEMBERS?
ARE YOUR POLICIES PART OF THE SIXTY MILLIONS INSURANCE IN FORCE?
DO YOU OWN A PORTION OF THE SURPLUS FUND OF OVER ONE MILLION?
HAVE YOU RECEIVED ANY OF THE SAVINGS OF OVER 1 1/4 MILLIONS RETURNED?
HAVE YOU RECEIVED ANY OF THE 5 1/2 MILLION DOLLARS IN THE FIRE LOSSES PAID?

Do You Know of Any Other Insurance Medium That Never Had a Law Suit?

Help yourself and your fellow lumbermen by joining our membership, or if already a member, by giving us more of your business.

THIS ASSOCIATION HAS BENEFITED EVERY SAW MILL OWNER AND SO DESERVES YOUR FULL SUPPORT. Ask your neighbor or

Our representative will call on you at your convenience

Rankin-Benedict Underwriting Company

Attorney and Manager

Licensed in Canada

KANSAS CITY, MO.

FIRE BRICK

Differs in Quality and Variety

For instance, a certain quality or kind of brick that gives satisfaction when used in a Refuse Burner, may show up poorly if used in a Dutch Oven.

It all depends on getting the right kind and the right quality for your particular needs.

Just tell us what you want it for, and we'll send a fire-brick that was made for that very purpose.

We Manufacture the Following Well-Known Brands

**"Elkco Special" "Elk Steel,"
"St. Marys," "Keystone" and "Rotex"**

Write for a copy of our Catalog.

"Refractory Efficiency Engineering"

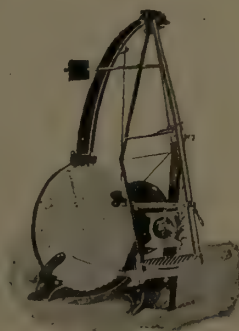
Elk Fire Brick Co. of Canada, Limited

HIGH GRADE FIRE BRICK and CLAY

Sun Life Bldg., Hamilton, Canada

Representatives for Maritime Provinces:

RHODES, CURRY COMPANY, LTD., Head Office, AMHERST, N. S.
Branches at Halifax, Sydney and New Glasgow, N.S.



Gerlach Machinery

**PRODUCES THE BEST
as Well as the Cheapest**

**Tight or Slack Staves,
Headings, Kegs,
Barrels and
Short Box Shooks**

100% to 400% profit in Cooperage
Stock today. Be wise and purchase
the best Machinery.

DIXIE PORTABLE GASOLINE DRAG SAW

Present Price \$225.00 with 1 Blade

Circular, Drag and Cylinder Saws
made since 1854

The Peter Gerlach Co.

Established 1854

Cleveland, Ohio



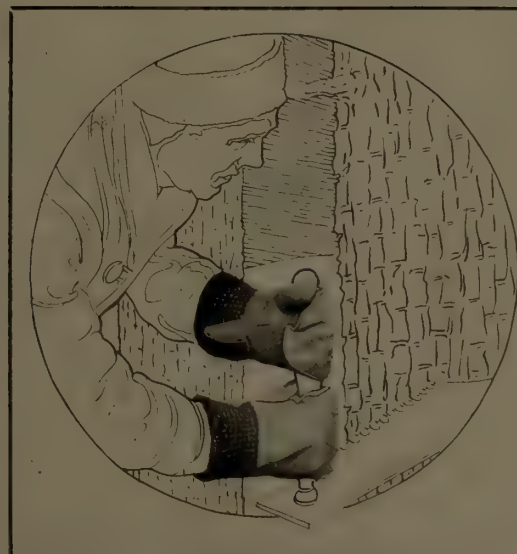
**Equip your horses with
TAPATCO Collar Pads
and assist them to render greater service**

When your lumbering horses are off duty because of bruised, galled and chafed neck and shoulders and other injuries to the neck and shoulders due to the hard work to which a lumbering horse is subjected, you begin to see that something is wrong with the care of your horses. Fit out your horses with TAPATCO Horse Collar Pads made with our new Patented Hook Attachment which will eliminate all these unnecessary injuries and keep your horses on their work steadily. We have been making pads for thirty-seven years and experience has taught us the correct method of manufacture. Secure TAPATCO Pads for your horses at once. Sold by dealers everywhere. Ask your jobber.

The American Pad & Textile Co.

Chatham, Ontario, Canada

"ASBESTOL" Gloves and Mittens FOR LUMBERMEN



afford the very best hand protection that can be had. They're made strong and tough to stand work that is rough and they give wonderful satisfaction.

"ASBESTOL" Gloves and Mittens are comfortable, soft and pliable at all times. They resist snow and water and insure long wear.

"ASBESTOL" comes in many styles in both gloves and mittens to meet every need. They are the most dependable and most economical kind to wear.



EISENDRATH GLOVE CO.

2001 Elston Ave.,

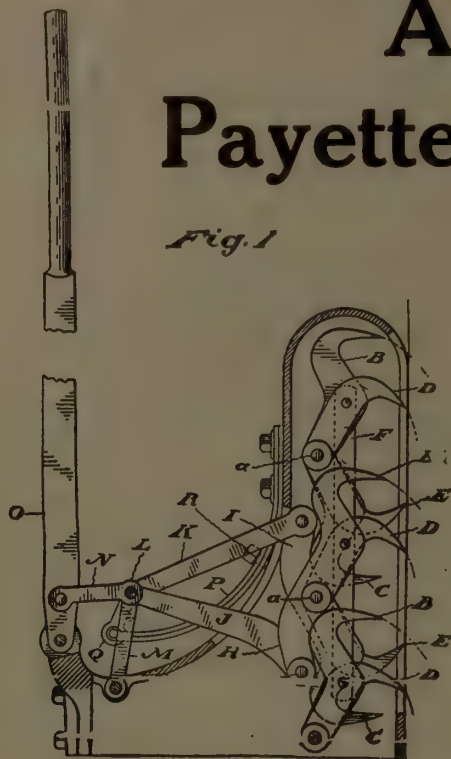
CHICAGO

A Boon to Lumbermen

Payette's Famous Patent Mill Dogs

650 Sets already sold

Fig. 1

B
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- (1) They will dog with perfect ease and safety in any class of timber.
- (2) Will dog just as easily, frozen maple or hardwoods of any description.
- (3) Will dog the last board, just as easily as they dogged the first one.
- (4) They do not tear the board or stock.
- (5) Many other reasons, too numerous to mention here.

Write us for full particulars and booklet on same.

We also manufacture the following High-Grade Saw-Mill Machinery:—New Modern Saw-Mill Carriages, with either three or two head blocks; P. Payette's New Patent Saw-Mill Dog, for use in either winter or summer. P. Payette's Grip-Set Works; Steam Feed Valves, Steam Lifter and Loaders, Valves. Five different classes and styles of Edgers, for either light or heavy duty. Combined Gang-Circulars and Edgers, or Independent Gang Circulars. Steam-Canters, Steam Lifters and Loaders, and a general line of saw-mill machinery. Detachable Chain-Sprockets, Castings of Gray-Iron, Semi-Cast Steel, and brass castings for general use.

Descriptive Booklet and prices mailed free upon request.

P. Payette & Company

Engineers and Machinists

Penetanguishene, Ontario

J. T. PAYETTE, Proprietor

**Increase
Your
Boiler
Efficiency**

PLIBRICO is a plastic substance that makes a solid one-piece Lining without Joints by your own men for your Steam Boilers, Wood-Burners, Kilns, Dutch-Ovens, &c. Will outwear any fire-brick made and does away with Fire-Clay.

Mill Supply Dept.
BEVERIDGE PAPER

Co., Limited

Montreal and St. John, N.B.

Agents
Coast to Coast



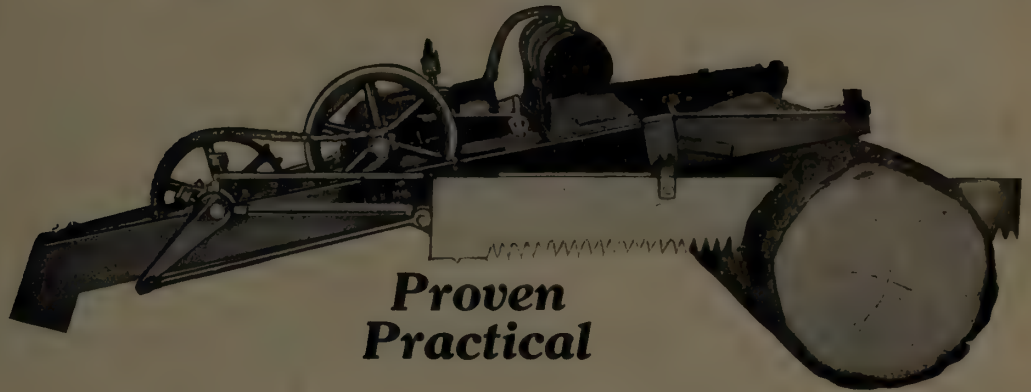
Spring Overhaul

Now is the time for getting the mill in good shape and some of the largest firms are doing all Boiler and Dutch Oven, &c. repairs and renewals by their own men by using our PLIBRICO. Our Installation Book makes it simple "as falling off a log"

SOLIGNUM the well-known Wood Preservative and Stain for interior and exterior work. Just the thing for old or new Shingles.

ROCKFACE WHITE WATER PAINT—Made in Canada—will lighten up your Mill so as to prevent accidents and will not rub or peel off like whitewash; for wood, stone or cement.

Save Man Power with a "Vaughan" PORTABLE, GASOLENE DRAG S A W



*Proven
Practical*

For real usefulness there's no equal to the "Vaughan." Lumbermen everywhere speak highly of its work—it gives real service because it is the result of hard earned experience.

Designed and made by Engineers who have had over 15 years practical knowledge of wood and timber conditions in the Pacific North West.

For you, there is no chance work in the purchase of a Vaughan Portable Gasoline Drag Saw. It is guaranteed to satisfy you.

Orders can be filled immediately by express or freight. All parts carried in stock.

Guarantee

All the working parts of these machines are guaranteed against defective material and workmanship. Parts found defective should be forwarded to the factory for an inspection at once—Pre-paid. New parts will be returned without delay.

Price \$175.00 f.o.b. Memphis, Tenn.
Price \$155.00 f.o.b. Portland, Ore.

Write for all particulars to



J. C. Pennoyer Company

226 South La Salle St., CHICAGO, ILL.

CURRENT LUMBER PRICES—WHOLESALE

TORONTO, ONT.

Prices in Carload Lots, F.O.B. cars Toronto.

White Pine:

1 x 4/7 Good Strips	\$59 00	\$62 00
1 1/2 and 1 3/4 x 4/7 Good Strips	63 00	66 00
2 x 4/7 Good Strips	63 00	66 00
1 x 8 and up Good Sides	75 00	77 00
1 1/2 and 1 3/4 x 8 and wider Good Sides	88 00	90 00
2 x 8 and wider Good Sides	90 00	95 00
1 in. No. 1, 2 and 3 Cuts	55 00	58 00
5/4 and 6/4 No. 1, 2 and 3 Cuts	65 00	67 00
2 in. No. 1, 2 and 3 Cuts	70 00	72 00
1 x 4 and 5 Mill Run	47 00	49 00
1 x 6 Mill Run	48 00	51 00
1 x 7, 9 and 11 Mill Run	47 00	50 00
1 x 8 Mill Run	50 00	52 00
1 x 10 Mill Run	53 00	55 00
1 x 12 Mill Run	54 00	57 00
5/4 and 6/4 x 4 Mill Run	47 00	49 00
5/4 and 6/4 x 5 Mill Run	47 00	49 00
2 x 4 Mill Run	47 00	49 00
2 x 6 Mill Run	48 00	50 00
2 x 8 Mill Run	48 00	50 00
2 x 10 Mill Run	51 00	53 00
2 x 12 Mill Run	53 00	55 00
1 in. Mill Run Shorts	39 00	40 00
1 x 4 and up 6/16 No. 1 Mill Culls	41 00	41 00
1 x 10 and up 6/16 No. 1 Mill Culls	44 00	44 00
1 x 12 and up 6/16 No. 1 Mill Culls	44 00	44 00
1 x 4 and up 6/16 No. 2 Mill Culls	31 00	31 00
1 x 10 x 12 6/16 No. 2 Mill Culls	34 00	34 00
1 x 4 and up 6/16 No. 3 Mill Culls	22 00	22 00

Red Pine:

1 x 4 and 5 Mill Run	42 00	43 00
1 x 6 Mill Run	42 00	44 00
1 x 8 Mill Run	45 00	47 00
1 x 10 Mill Run	48 00	50 00
2 x 4 Mill Run	42 00	43 00
2 x 6 Mill Run	43 00	44 00
2 x 8 Mill Run	44 00	45 00
1 in. Clear and Clear Face	53 00	54 00
2 in. Clear and Clear Face	53 00	54 00

Spruce:

1 x 4 Mill Run	41 00	42 00
1 x 6 Mill Run	43 00	44 00
1 x 8 Mill Run	44 00	45 00
1 x 10 Mill Run	45 00	47 00
Mill Culls	34 00	36 00

Hemlock, No. 1, in carload lots, f.o.b. Toronto

1 x 4 and 5 in. x 9 to 16 ft.	32 00	33 00
1 x 6 in. x 9 to 16 ft.	37 00	38 00
1 x 8 in. x 9 to 16 ft.	38 00	39 00
1 x 10 and 12 in. x 9 to 16 ft.	38 00	39 00
1 x 7, 9 and 11 in. x 9 to 16 ft.	35 00	37 00
2 x 4 to 12, 10 and 16 ft.	36 00	37 00
2 x 4 to 12 in., 12 and 14 ft.	35 00	36 00
2 x 4 to 12 in., 18 ft.	37 00	38 00
2 x 4 to 12 in., 20 ft.	38 00	39 00
1 in. No. 2, 6 ft. to 16 ft.	30 00	31 00
2 in. No. 2, 4 in. and up in width, 6 to 16 ft.	30 00	31 00

Douglas Fir, delivered in Toronto:

Dimension Timber up to 32 feet:		
6x6 and 8, 10x10 and 12, 12x12	\$50 00	
6x10, 8x10, 10x14, 12x14, 14x14	51 00	
6x12, 8x12	52 00	
14x16, 16x16	52 50	
6x14, 8x14, 10x16, 12x16	54 00	
14x18	54 50	
8x16, 10x18, 12x18	55 00	
18x18, 20x20	55 50	
12x20, 24x24	56 00	

Timber in lengths over 32 feet subject to negotiation.

Fir flooring, 1 x 3, edge grain	59 00	
Fir flooring, 1 x 4, edge grain	69 00	
Fir flooring, 1 x 4, flat grain	44 00	
No. 1 and 2, 1 in. clear Fir dough	50 00	60 00
(Depending upon widths).		
No. 1 and 2, 1 1/2 and 1 3/4 in., clear Fir rough	60 00	64 00
No. 1 and 2, 2 in. clear Fir rough	53 00	61 00
1 x 5 and 1 x 6 Fir casing	61 00	
1 x 8 and 1 x 10 Fir base	63 00	
1 x 8 and 1 x 10 x 12 E. G. stepping	74 00	
1 1/2 and 1 3/4 x 8 x 10 x 12 E. G. stepping	64 00	
1 in. clear Fir, d 4 sides	48 00	56 50
1 1/2 x 1 1/2 in. clear Fir, d 4 sides	55 50	58 00
XX B. C. cedar shingles	3 50	
XXXX 6 butts to 2 in.	4 54	
XXXXX 5 butts to 2 in.	5 00	

TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out.

Ash, white, dry weight 3800 lbs. per M. ft.			
1s & 2s	No. 1	No. 2	No. 3
4/4	\$80.00	\$60.00	\$40.00
5/4 & 6/4	85.00	63.00	45.00
8/4	95.00	75.00	45.00
10/4 & 12/4	110.00	100.00	60.00
16/4	125.00	115.00	65.00

Ash, Brown

4/4	70.00	50.00	35.00	33.00
5/4	75.00	60.00	55.00	45.00
8/4	78.00	65.00	60.00	45.00

Birch, dry weight 4000 lbs. per M. ft.

1s & 2s	No. 1	No. 2	No. 3
4/4	65 66	48 50	32 40
5/4 & 6/4	67 70	50 55	33 45
8/4	70 72	51 57	38 45
10/4 and 12/4	80 90	65 73	45 54
16/4	90 98	75 83	50 60

Basswood, dry weight 2500 lbs. per M. ft.

1s & 2s	No. 1	No. 2	No. 3
4/4	\$88.00	\$40.00	\$32.00
5/4 & 6/4	70.00	60.00	45.00
8/4	75.00	65.00	45.00

Chestnut, dry weight 2800 lbs. per M. ft.

1s & 2s	No. 1	No. 2	No. 3
4/4	\$65.00	\$50.00	\$45.00
5/4 & 6/4	72.00	56.00	48.00
8/4	72.00	56.00	48.00

Elm, soft, dry weight 3100 lbs. per M. ft.

1s & 2s	No. 1	No. 2	No. 3
4/4	\$58.00	\$45.00	\$35.00
5/4 & 6/4	58.00	45.00	35.00
12/4	65.00	55.00	40.00

Gum, red, dry weight 3800 lbs. per M. ft.

1s & 2s	No. 1	No. 2	No. 3
4/4	\$60.00	\$50.00	\$40.00
5/4 & 6/4	62.00	52.00	42.00
8/4	65.00	55.00	45.00

Gum, Sap

1s & 2s	No. 1	No. 2	No. 3
4/4	\$50.00	\$45.00	\$35.00
5/4 & 6/4	50.00	45.00	35.00
8/4	55.00	47.00	38.00

Hickory, dry weight 4500 lbs. per M. ft.

1s & 2s	No. 1	No. 2	No. 3
4/4	\$75.00	\$45.00	\$30.00
5/4 & 6/4	100.00	75.00	50.00
8/4	90.00	60.00	35.00

Maple, hard, dry weight 3900 lbs. per M. ft.

1s & 2s	No. 1	No. 2	No. 3
4/4	\$58.00	\$45.00	\$30.00
5/4 & 6/4	63.00	48.00	33.00
8/4	68.00	58.00	38.00
12/4	75.00	65.00	45.00
16/4	90.00	80.00	50.00

Soft Maple

The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.

Mill run grade, No. 3 and better	\$38.00
No. 2 and better	47.00

White and Red Oak, plain sawed, dry weight 4000 lbs. per M. ft.

1s & 2s	No. 1	No. 2	No. 3
4/4	\$78.00	\$55.00	\$40.00
5/4 & 6/4	80.00	60.00	40.00
8/4	90.00	65.00	40.00
10/4	95.00	70.00	40.00
12/4	100.00	80.00	40.00
16/4	110.00	90.00	40.00

White Oak, quarter cut, dry weight 4000 lbs. per M. ft.

1s & 2s	No. 1	No. 2	No. 3
4/4	\$105.00	\$80.00	\$60.00
5/4 and 6/4	110.00	90.00	70.00
8/4	115.00	95.00	75.00

Red Oak, quarter cut.

1s & 2s	No. 1	No. 2	No. 3
4/4	\$85.00	\$60.00	\$40.00
5/4 & 6/4	100.00	75.00	50.00
8/4	105.00	80.00	50.00

OTTAWA, ONT.

Manufacturers' Prices

Pine good sidings:		
1-in. x 7-in. and up	\$60 00	70 00
1 1/2-in. and 1 3/4-in. x 8-in. & up	70 00	75 00
2-in. x 7-in. and up	72 00	76 00
No. 2 cuts 2 x 8-in. and up	45 00	50 00

Pine good strips:		
1-in.	53 00	
1 1/2-in. and 1 3/4-in.	60 00	
2-in.	60 00	

Pine good shorts:		
1-in. x 7-in. and up	50 00	
1-in. x 4-in. to 6-in.	40 00	
1 1/2-in. and 1 3/4-in.	58 00	
2-in.	58 00	
7-in. to 9-in. A sidings	40 00	

Pine, No. 1 dressing sidings	47 00	50 00
Pine, No. 1 dressing strips	40 00	45 00
Pine, No. 1 dressing shorts	38 00	40 00
Pine, 1-in. x 4-in. a.c. strips	44 00	
Pine, 1-in. x 5-in. a.c. strips	44 00	
Pine, 1-in. x 6-in. a.c. strips	46 00	
Pine, 1-in. x 7-in. a.c. strips	46 00	
Pine, 1 x 8-in. s.c., 12 to 16 ft.	48 00	
Pine, 1-in. x 10-in. M.R.	51 00	
Pine, s.c. sidings, 1 1/2 and 2-in.	47 00	
Pine, s.c. strips 1-in.	40 00	
1 1/2, 1 3/4 and 2-in.	42 00	
Pine, s.c. shorts, 1 x 4 to 6 in.	38 00	
Pine, s.c. and bet., shorts 1 x 5	36 00	
Pine, s.c. and bet., shorts, 1 x 6	40 00	
Pine, s.c. shorts, 6'-11', 1'x10'	45 00	

Pine box boards:		
1'x4" and up, 6'-11'	38 00	
1'x3", 12'-16'	42 00	

Pine, mill culls, strips and sidings, 1-in. x 4-in. and up, 12 ft. and up	38 00	
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Mill cull shorts, 1-in. x 4-in. and up, 6-ft. to 11-ft.	36 00	
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O. culls r & w p	26 00	
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Red Pine, log run:		
mill culls out, 1-in.	32 00	36 00
mill culls out, 1 1/2-in.	38 00	
mill culls out, 1 3/4-in.	38 00	
mill culls out, 2-in.	34 00	41 00
mill culls, white pine, 1'x7"		
and up	34 00	

Mill run Spruce:		
1'x4" and up, 6'-11'	32 00	33 00
1'x4" and up, 12'-16'	34 00	
1'x6" and up, 12'-16'	40 00	42 00
1 1/2" x 7" and up, 12'-16'	40 00	42 00
1 1/2" x 10" and up, 12'-16'	44 00	
1 1/2" x 12" and up, 12'-16'	46 00	

Spruce, 1-in. clear (fine dressing

and B)		
Hemlock, 1-in. cull	25 00	27 00
Hemlock, 1-in. log run	30 00	35 00
Hemlock, 2x4, 6, 8, 10, 12/16'	30 00	35 00
Tamarac	24 00	26 00
Basswood, log run, dead culls out	40 00	50 00
Basswood, log run, mill culls out	45 00	50 00
Birch, log run	30 00	32 00
Soft Elm, common and better, 1, 1 1/2, 2-in.	25 00	30 00
Ash, black, log run	32 00	40 00
1 x 10 No. 1 barn	52 00	
1 x 10 No. 2 barn	46 00	
1 x 8 and 9 No. 2 barn	42 00	
Lath per M:		
No. 1 white pine, 1 1/4-in. x 4-ft.	4 75	5 00
No. 2 white pine	4 50	
Mill run white pine	4 75	
Spruce, mill run 1 1/4-in.	4 00	
Red pine, mill run	4 25	
Hemlock, mill run	4 00	
32-in. lath	2 00	2 25
White Cedar Shingles:		
xxxx, 18-in.	5 00	
Clear butt, 18-in.	4 00	
18-in. xx	2 75	
Spruce logs (pulp)	18 00	16 00

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White Pine		
First class Ottawa waney, 18-in. average, according to lineal	80	90
19 in. and up average	85	95
Spruce Deals		
3 in. unsorted Quebec, 4 in. to 6 in. thick	\$31 00	\$34 00
3 in. unsorted, Quebec, 7 in. to 8 in. thick	35 00	37 00
3 in. unsorted Quebec, 9 in. thick	40 00	45 00
Oak		
According to average and quality	55	55
55 ft. cube	55	55
Elm		
According to average and quality, 40 to 45 feet, cube	95	1 05
According to average and quality, 30 to 35 feet	75	85
Birch Planks		
1 to 4 in. thick, per M. ft.	40 00	45 00

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3 in. unsorted, Quebec, 7 in. to		
8 in. thick	85 00	37 00
3 in. unsorted Quebec, 9 in.		
thick	40 00	45 00
	Oak	Cts.
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4/4	58 - 60	38 - 40	22 - 24	
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SAP BIRCH				
4/4	51 - 53	30 - 32	18 - 20	
5/4 and up	53 - 55	32 - 34	20 - 22	
SOFT ELM				
4/4	43 - 45	28 - 30	20 - 22	
5, 6 & 8/4	45 - 47	30 - 32	20 - 22	
HASSWOOD				
4/4	47 - 49	37 - 39	25 - 27	
Thicker	49 - 51	39 - 41	26 - 27	
PLAIN OAK				
4/4	55 - 57	30 - 32	18 - 20	
5/4 to 8/4	56 - 58	34 - 36	20 - 22	
ASH, WHITE AND BROWN				
4/4	55 - 57	30 - 31	20 - 22	
5/4 to 8/4	55 - 57	35 - 37	21 - 23	
10/4 and up	75 - 88	42 - 50	24 - 26	

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Quotations given below are for highest grades of Michigan and Canadian white pine and Eastern Canadian Spruce as required in the New England market in carloads.

White pine uppers, 1 to 2 in.	134 00
White pine uppers, 2 1/2 and 3 in.	149 00
White pine uppers, 4 in.	160 00
Selects, 1 to 2 in.	125 00
Selects, 2 1/2 and 3 in.	140 00
Selects, 4 in.	155 00
Fine common, 1 in., 80 per cent.	
12 in. and up	90 00
Fine common, 1 x 8 to 11 in.	87 00
Fine Common, 1 1/4 to 2 in.	102 00 105 00
Fine Common, 2 1/2 and 3 in.	125 00 130 00
Fine Common, 4 in.	145 00
1 in. shaly clear	72 00
1 1/4 to 2 in. shaly clear	75 00
1 in. No. 2 dressing	64 00
1 1/4 to 2 in. No. 2 dressing	68 00
No. 1 Cuts, 1 in.	77 00
No. 1 Cuts, 1 1/4 to 2 in.	87 00 90 00
No. 1 Cuts, 2 1/2 and 3 in.	105 00
No. 2 Cuts, 1 in.	85 00
No. 2 Cuts, 1 1/4 to 2 in.	72 00 73 00

Barn Boards, No. 1, 1 x 12	70 00	2 x 2, 2 x 4, 2 x 5, 2 x 6, 2 x 7.	35 00	35 50
No. 1, 1 x 10	63 00	3 x 4 and 4 x 4 in.		38 00
No. 1, 1 x 8	62 00	2 x 8 in.		40 00
No. 2, 1 x 12	65 00	All other random lengths, 7-in.		
No. 2, 1 x 10	61 00	and under, 8 ft. and up		36 00
No. 2, 1 x 8	58 00	5-inch and up merchantable		
No. 3, 1 x 12	57 00	boards, 8 ft. and up, p 1s		40 00
No. 3, 1 x 10	56 00	1 x 2		38 00
No. 3, 1 x 8	55 00	1 x 3		37 00
Can. spruce, clear, 1 x 4 to 9 in.	46 50	1 1/2 in. spruce lath		4 50
1 x 10 in.	50 50	1 1/2 in. spruce lath		4 00
No. 1 1 x 4 to 7 in.	53 50	New Brunswick Cedar Shingles		
No. 1 1 x 8 & 9 in.	54 50	Extras		5 15
No. 1 1 x 10 in.	55 50	Cleats	4 85	4 75
No. 2 1 x 4 & 5 in.	36 50	Second Cleats		4 25
No. 2 1 x 6 & 7 in.	43 50	Clean Whites		3 75
No. 2 1 x 8 & 9 in.	43 50	Extra 1s (Clear whites in)		3 00
No. 2 1 x 10 in.	46 50	Extra 1s (Clear whites out)		1 00
No. 2 1 x 12 in.	50 50	Red Cedar Extras, 16-in. 5 butts		
Spruce, 12 in. dimension	48 00	to 2-in.	5 08	5 15
Spruce, 10 in. dimension	47 00	Red Cedar Eureka, 18-inch 5		
Spruce, 9 in. dimension	46 00	butts to 2-in.		5 40
Spruce, 8 in. dimension	45 00	Red Cedar Perfections, 5 butts		
2 x 10 in. random lengths,		to 2 1/4		6 15
8 ft. and up	44 00 45 00	Washington 16-in. 5 butts to 2		
2 x 12 in., random lengths	46 00 48 00	in. extra red cedar		4 80

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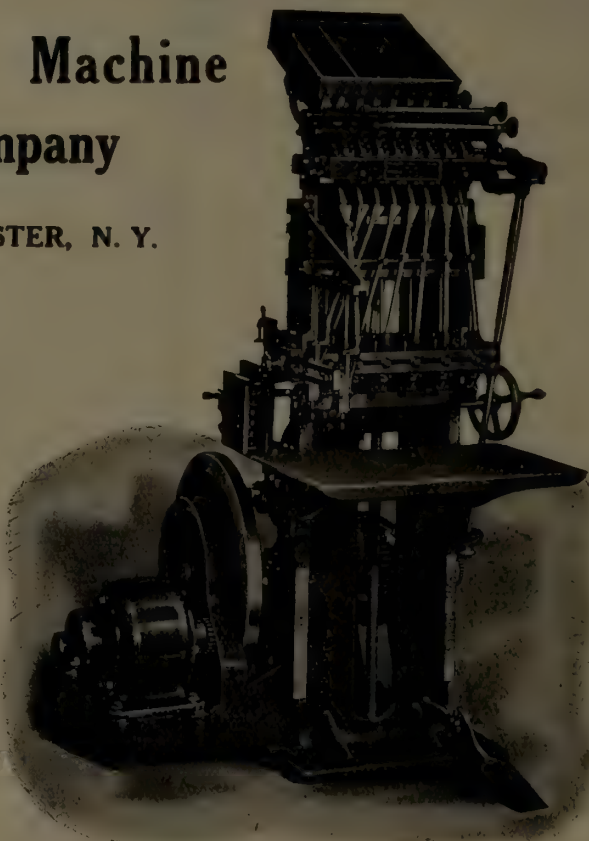
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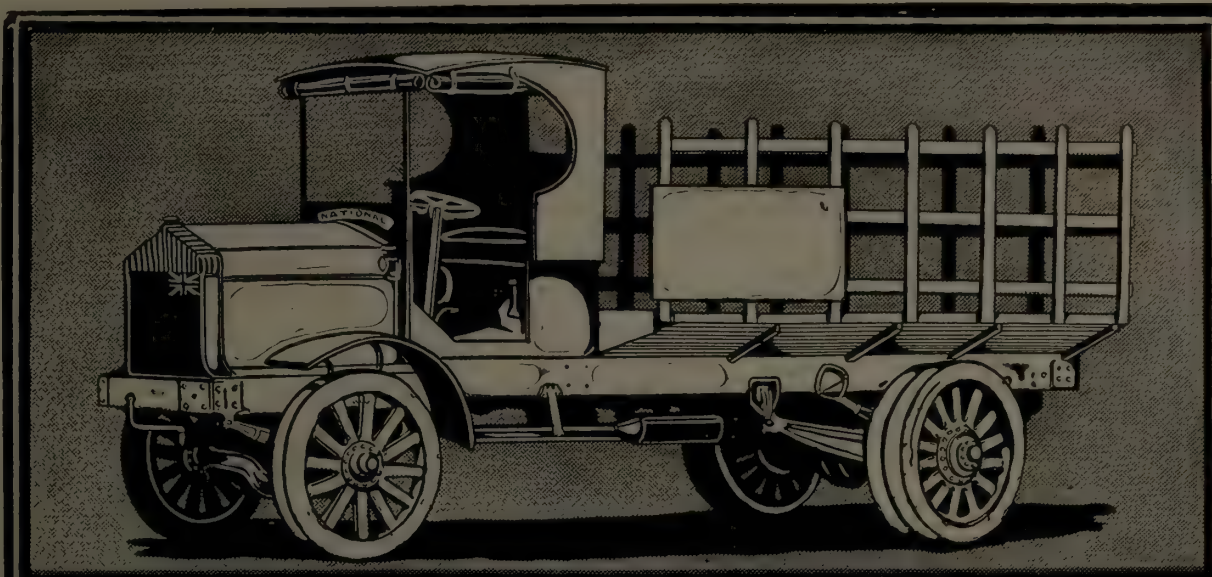
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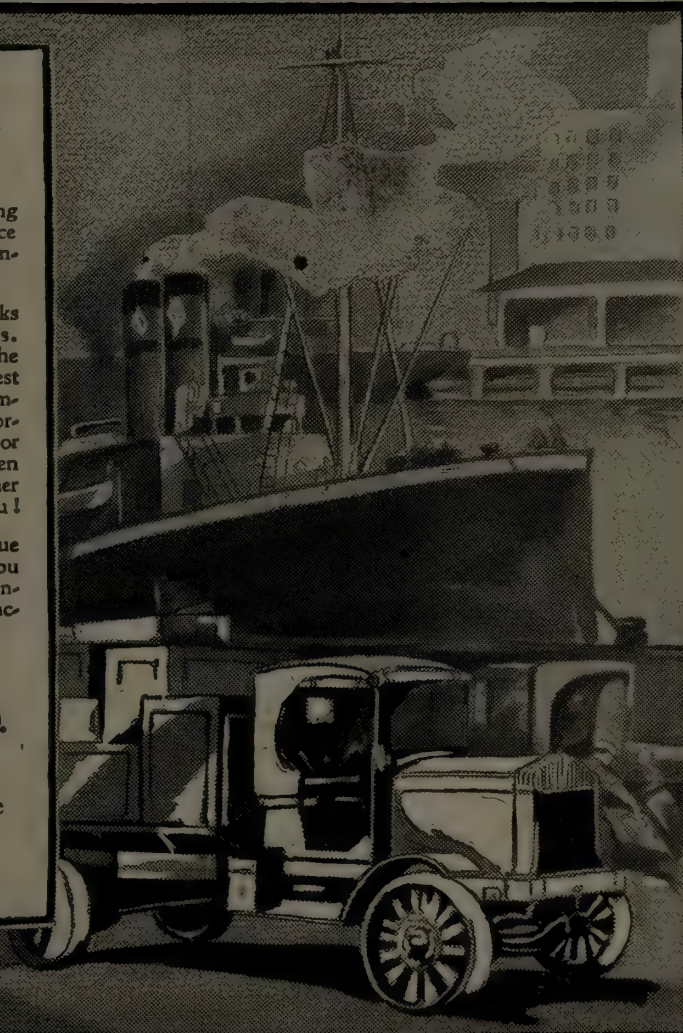
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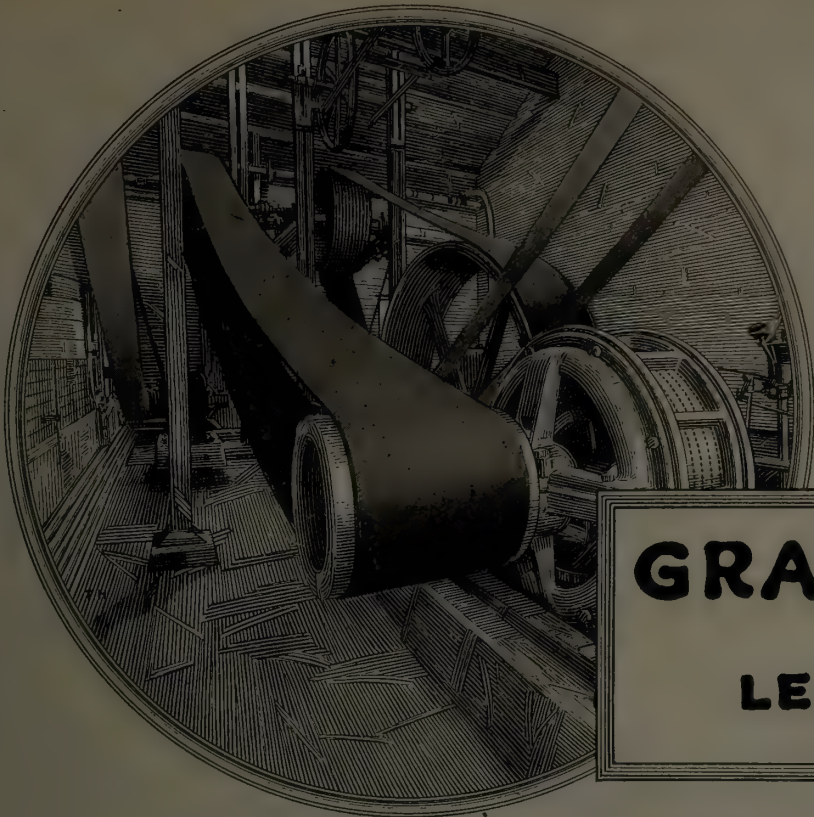
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(Continued on Page 90)



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(Continued on Page 92)

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Note the Uniformity of Aloxite Saw Gumming Wheels

YOU will find Aloxite Wheels of a given grit and grade—as alike as the proverbial peas in a pod.

There is no hit or miss business in making them.

Aloxite Saw Gumming Wheels are made for saw gumming—nothing else.

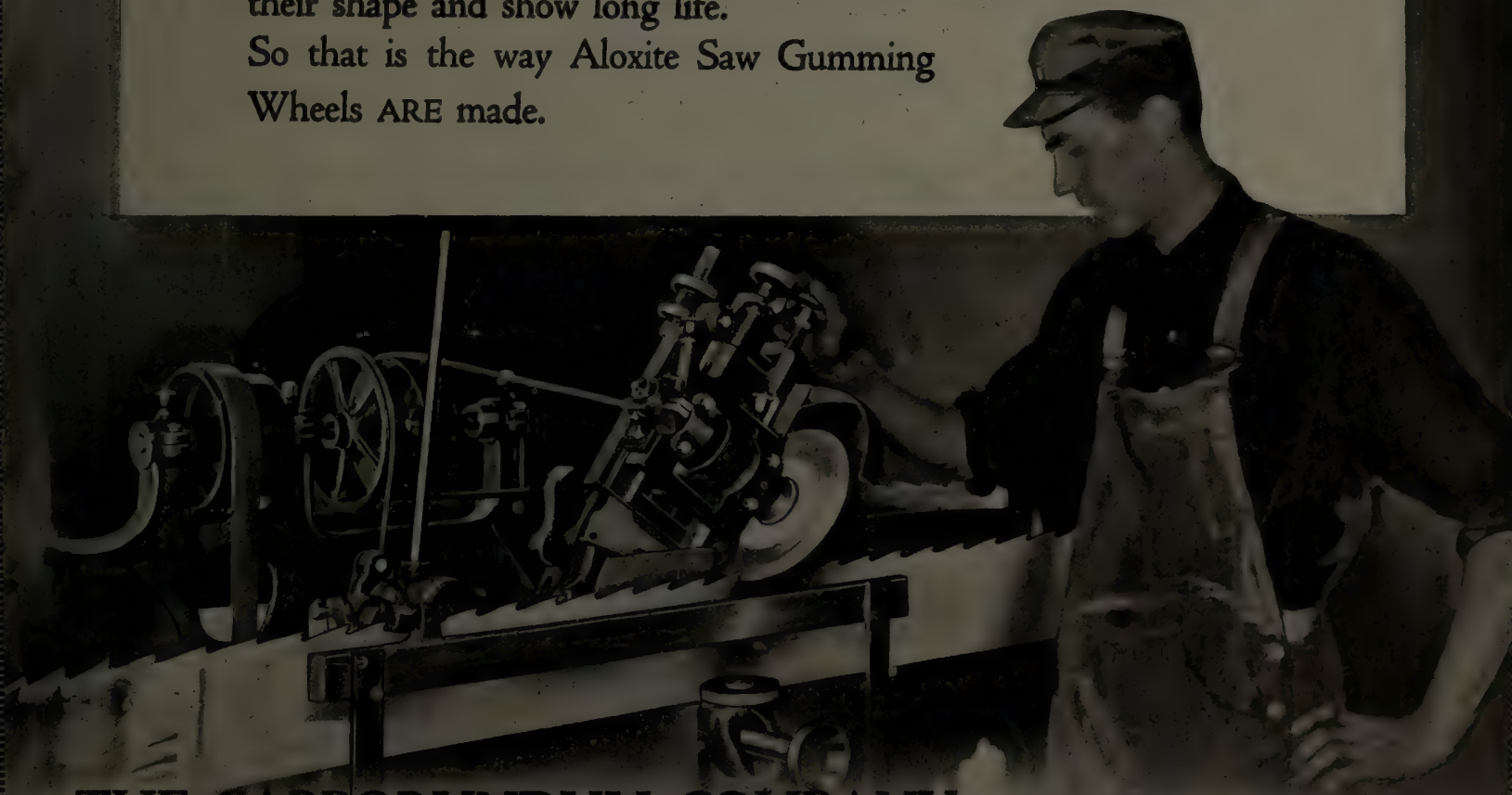
The grains are accurately graded. There is no chance for foreign sizes getting into the mix—and the grains are clean—absolutely so.

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Experience has told us that the wheels the saw gummer wants should be made to cut clean, fast and free, to cut without drag, to hold their shape and show long life.

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Increases steaming power of boilers from 25 to 50 per cent.



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Waterous Bandmills Are Best

No. 4

BED



The sturdy, carefully planned construction of the bed of the "New Model" Mill is typical of every part that goes to make the complete machine. For that reason we have illustrated it here in a separate cut. Note the depth and thickness of the casting, the strength of the internal ribbing, and the extreme width of the bearing surfaces which rest on the foundation.

The Bed extends completely about the mill and carries all parts self contained upon it. Its ample size spreads the weight of the mill over a large area. This, and the care exercised in the proper distribution of metal within it, are the secrets of the rigidity and stability which distinguish the machine.

The Bed is symmetrical in design, as are all parts of the mill, thus permitting the change from right to left hand and vice versa with little trouble or expense.

Firmly bolted to the bottom of the bed are the hangers which carry the lower mandrel bearings. Both are of open box section, a specially sturdy form of construction that has the particular advantage that it permits the cross timber supporting the bed at the back of the mill to be inserted through it. This overcomes the necessity of cutting the foundation timbers, and allows the use of solid framing beneath the whole bed. The bearings themselves are of the ball and socket type and adjust readily, vertically and horizontally. A heavy yoke holds the cap in place and at the same time provides a positive take-up for wear. The bearing surfaces are long, carefully babbitted with the best bearing metal, and are well lubricated from covered oil and grease chambers of ample dimensions. The caps are also provided for water connections so they can be water cooled in case the tension carried on the saw is great enough to make this desirable. We have found these bearings exceptionally cool running, easy to millwright, and easy to keep in perfect condition.



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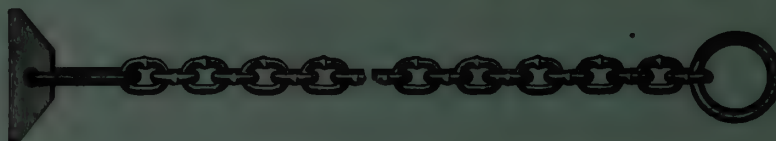
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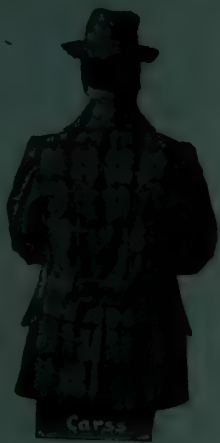
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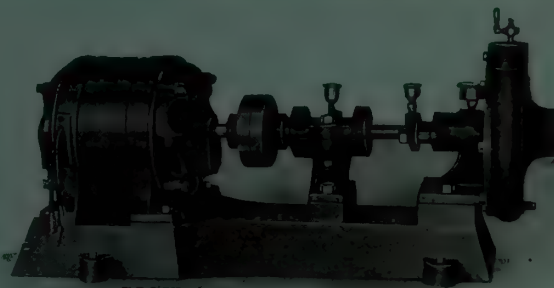


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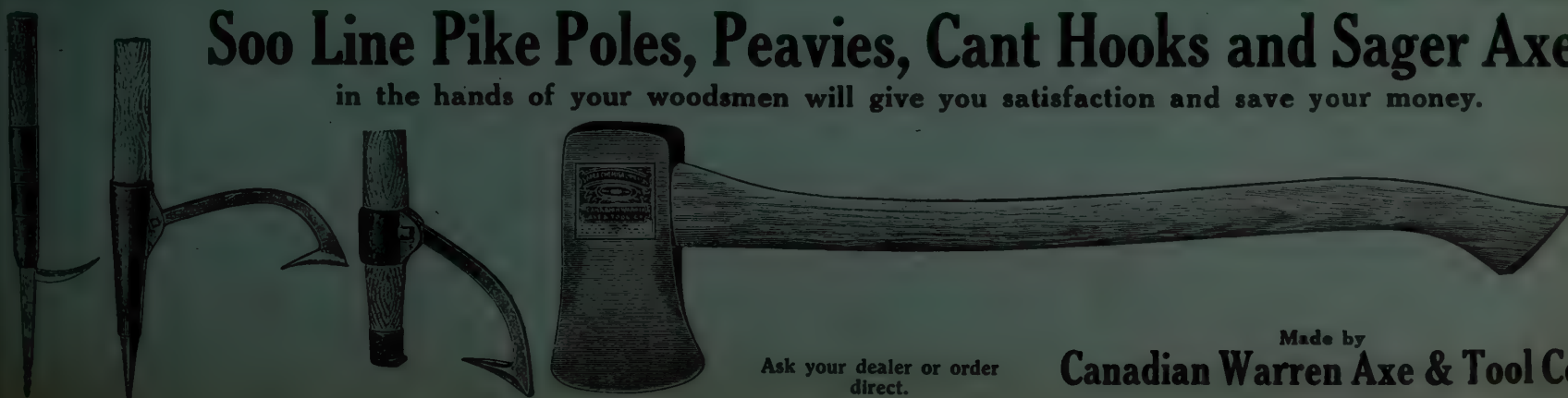
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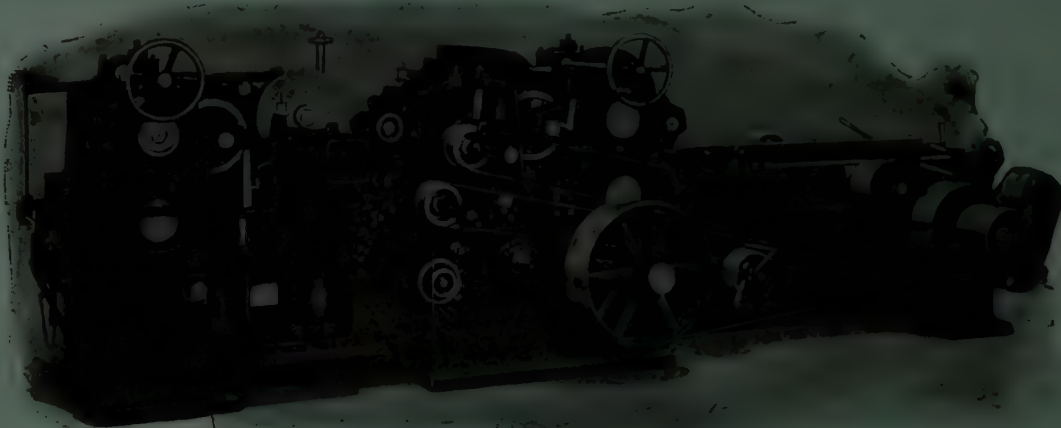
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4 x 6	54,572	2 x 6 full	87,344	1 x 6	32,700
4 x 7	17,792	2 x 7 full	52,969	1 x 7 and up	20,000
3 x 3	6,254	2 x 8 full	21,500		
3 x 4	73,452	2 x 9 and up	24,770	Cull Cpruce	Ft.
3 x 5	93,078	2 x 4 scant	40,000	1 in., 2 in. and 3 in.	350,000
3 x 6	284,381	2 x 5 scant	100,000		
3 x 7	347,811	2 x 6 scant	93,000	Merch. Hemlock	Ft.
3 x 8	133,818	2 x 7 scant	60,000	1 x 8 x 10/16	100,000
3 x 9	125,631	2 x 8 scant	40,000	1 x 9 x 10/16	45,000
3 x 10	82,702	2 x 9 and up	37,000		
3 x 11	46,374	1 x 4 and up	63,000	Mill Run Lath	Ft.
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No. 2 Com.	3,000'	33,000'	42,000'	34,000'	55,000'	10,000'	8,000'	3,000'
		19,000'	2,000'	2,500'	8,000'	1,200'	1,800'	200'
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1st and 2nds		24,000'	44,000'	27,000'	27,000'	32,000'	400'	3,000'
Selects		44,000'	55,000'	15,000'	72,000'	24,000'	34,000'	12,000'
No. 1 Shop		13,000'	200'	700'	2,200'	2,400'	500'	3,500'
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No. 2 Com.		12,000'	4,600'	5,200'	24,000'	2,000'	26,000'	14,000'
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1st and 2nds	2,000'	14,000'	1,800'	8,000'	30,000'	23,000'	20,000'	2,800'
No. 1 Com.	1,000'	17,000'	1,300'	5,400'	2,000'	3,500'	30,000'	2,900'
No. 2 Com.		1,500'	700'	1,000'	11,000'	1,300'	12,000'	
PLAIN RED OAK								
1st and 2nds	4,200'	60,000'	20,000'	30,000'	57,000'	69,000'	33,000'	24,000'
No. 1 Com.	7,000'	84,000'	44,000'	36,000'	130,000'	58,000'	26,000'	15,000'
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PLAIN WHITE OAK								
1st and 2nds	2,600'	17,000'	13,000'	8,500'	47,000'	37,000'	34,000'	12,000'
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 1 car 1 1/2 in. 1st and 2nds Bass.
 1 car 2 in. 1st and 2nds Bass.
 2 cars 1 in. No. 1 Com. Bass.
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 8 cars 2, 2 1/2 and 3 in. Sound Beech and Maple Road Plank.

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1 x 5 "	100,000	2 x 8 "	125,000
1 x 6 "	160,000	2 x 10/12 "	35,000
1 x 7 "	18,000	3 x 6 "	10,000
1 x 8 up "	115,000	3 x 8 "	18,000
2 x 6 —18	25,000	3 x 10 "	15,000
2 x 8 —18	55,000	3 x 12 "	10,000
2 x 10/12—18	45,000		
2 x 6/8 —18	75,000		
3 x 7/8 —18	30,000		

MILL CULLS

1 x 4 up—6/16	135,000
2 x 4 up—6/16	17,000

Let us quote you prices on your requirements.

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Vancouver Branch:
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Running Continuously All the Year Round

Capacity, modern equipment, and shipment facilities are factors that combine to make the Fassett Lumber Mill one of the best in the country for quality and service.

We are now sawing hardwood and have five million feet of

BIRCH, MAPLE BASSWOOD, ELM and ASH

Put up on grade. Get in touch with us.

Large stocks of Hemlock and Spruce always on hand.

Fassett Lumber Company, Limited

FASSETT
QUEBEC

Quebec Spruce

Piled at Mont Joli, Quebec, on
Canadian National Railway

1918 Cut All Dry
Cut Plump Thickness and Full Width

1 x 3	10/16 Merchantable	55,200
1 x 4	" "	185,000
1 x 5	" "	136,000
1 x 6	" "	79,000
1 x 7	" "	42,000
1 x 7/up	" "	18,000
1 x 8	" "	20,000
1 x 9	" "	16,000
1 x 10/up	" "	15,000
2 x 3	" "	4,000
2 x 5	" "	95,000
2 x 6	" "	143,000
2 x 7	" "	146,000
2 x 8	" "	111,000
2 x 9	" "	112,000
2 x 10	" "	76,000
2 x 11	" "	13,000
2 x 12	" "	14,000
1 x 3/up	No. 2 Culls	102,000
2 x 3/up	No. 2 Culls	100,000

F.O.B. Cars, Mont Joli, Quebec

Runs Strong to 12 foot Lengths

Get our prices for prompt shipment

UNION LUMBER COMPANY, LIMITED
701 DOMINION BANK BUILDING
TORONTO CANADA

Davison Lumber & Manufacturing Co., Ltd.

Bridgewater, N. S.

THE LARGEST LUMBERING INDUSTRY IN NOVA SCOTIA

PRODUCTION 40 MILLION FEET PER ANNUM

Send us your enquiries for

**Spruce, Pine, Hemlock or Hardwood Lumber
Box Shooks and
Dry Pressed Baled Sulphite and Sulphate Pulp Chips**

OUR SPECIALTIES:

Nova Scotia White Spruce and Hardwood Flooring

We are equipped with everything appertaining to Modern Saw Milling and operate from the Woods to the finished product.

If you want something special quickly, try us. We will cut, dry, work and ship within a few days from receipt of order.

We are located on the main line of the Halifax and South Western Railway and on Tidewater.

We Operate:

A Double Band Mill at Springfield, N.S.,	Capacity 120,000 ft. per day	A Box Shook Factory at Bridgewater, N.S.,	Capacity 50,000 ft. per day
A Rotary and Gang at Mill Village, N.S.	" 40,000 ft. per day	A Dry Kiln at Bridgewater, N.S.,	" 100,000 ft. per day
A Rotary and Gang at Bridgewater, N.S.,	" 80,000 ft. per day	A Chipping Mill at Bridgewater, N.S.,	" 100 cords per day
A Planing Mill at Bridgewater, N.S.,	" 100,000 ft. per day	A Ground Wood Pulp Mill at Charleston, N.S.,	Capacity 40 tons Spruce Pulp per day.

PHONE: BRIDGEWATER 74

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Exporters of Nova Scotia and New Brunswick

***Spruce, Pine, Hemlock
and Hardwood***

in 1 in., 2 in., 3 in., 4 in.

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Branch Office: 8 Market Square, St. John, N.B.

U. K. Brokers: Duncan, Ewing & Co., K21 Exchange Bldg., Liverpool. Telegraphic Address: Dunfield, Halifax. Codes: ABC 5th Ed. Western Union

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*Rough Clears
Flooring, Ceiling and Finish*

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We Have To Offer:

1 Car 2 x 4—12' Mercantable Spruce
2 Cars 2 x 5—12' " "

Eastern Stock. 1917 Cut

50 M. ft. Edge Grain 1's & 2's Clear Fir Flooring
20 " " 1 x 6 & Up 8/16 Clear Western Spruce

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WESTON, - ONT.

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**White Pine
Red Pine
Spruce
Lumber and Lath**

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2000 pcs. No. 1 Hardwood Flat Ties, 6 x
8—8' Beech and Maple

1500 pcs. No. 1 and 2 Oak and Chestnut
100,000 ft. Oak and Chestnut Switch Ties,
7 x 9—8 to 16'

200,000 ft. Hardwood Switch Ties, 7 x 9
—8 to 16' Beech and Maple

Write for prices

The Long Lumber Co.
HAMILTON, ONTARIO

**California White Pine
California Sugar Pine
and Arizona Soft Pine**

Best Stock for Factory and Pattern Lumber

Ask **LOUIS WUICHET**

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A Well Equipped Mill

C.P., G.T., & C.R. Railway Connections

Large Dry Kilns *Special Millwork*

J. R. Eaton & Sons, Limited
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A Choice Block of PINE

1 x 6	100,000 Ft B.M.	1 x 10	80,000 Ft. B.M.
1 x 7	160,000	1 x 12	20,000
1 x 8	250,000	2 x 4	15,000
1 x 9	160,000	2 x 8	25,000

48 in. No. 1 Pine Lath, 2,500,000.
48 in. No. 1 Spruce Lath, 640,000.
48 in. No. 3 Lath, 1,750,000.
32 in. No. 1 Pine and Spruce Lath, 1,300,000.

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All in our Yards at Nicholson, Ontario.

Prices on the entire block or a portion given on application.

Immediate shipment can be made

First class facilities for dressing in carload lots
after April 15th

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Basswood

1 in., 1 1/4 in., 1 1/2 in., 2 in., and 3 in.,
Dry Basswood

Dry Birch Stock

All thicknesses and grades in

Maple, Birch, Elm, Basswood and Brown Ash

Also Cottonwood, Tupelo, Gum, Magnolia
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Spruce, Hemlock and Pine

Can saw to order at MacDonald's Siding

Let us quote on your requirements

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At Knoxville, Tenn.

SCENTED RED CEDAR

25,000 ft. 4/4 No. 1 Com. and Btr.

CHESTNUT

60,000 ft. 4/4 No. 1 Com. and Btr.
48,000 ft. 4/4 Sound Wormy.

PLAIN RED OAK

	1s & 2s	No. 1 Com.
4/4	34,000	40,000
6/4	9,000	18,000
8/4		58,000

PLAIN WHITE OAK

	1s & 2s	No. 1 Com.
4/4	6,000	
6/4	24,000	38,000
8/4	8,000	11,000
12/4	7,000	7,000

QUARTERED WHITE OAK

	1s & 2s	Clear Strips	No. 1 Com.
4/4	12,000	14,000	5,000

POPLAR

	1s & 2s	Saps	No. 1 Com.
4/4			23,000
6/4		6,000	163,000
8/4			14,000
12/4			40,000

WALNUT

4/4 Log Run	3,000
8/4 No. 2 Com.	17,000
12/4 No. 2 Com.	7,000
16/4 No. 2 Com.	7,000

At Fonde, Ky.

WHITE ASH

12,000 ft. 4/4 No. 2 Com. and Btr.
24,000 ft. 6/4 No. 2 Com. and Btr.
5,000 ft. 8/4 No. 2 Com. and Btr.

BASSWOOD

70,000 ft. 4/4 No. 2 Com. and Btr.

PLAIN WHITE OAK

	1s & 2s	No. 1 Com.
4/4	32,000	61,000
5/4	3,000	4,000
6/4	6,000	7,000
8/4	3,000	2,000
10/4	2,000	3,000
12/4	4,000	6,000

QUARTERED WHITE OAK

	1s & 2s	Clear Strips
4/4	26,000	9,000

POPLAR

	Saps	No. 1 Com.	No. 2 Com.
5/8	105,000	35,000	
4/4		30,000	100,000
5/4			8,000
6/4	3,000	68,000	52,000
8/4		8,000	
10/4		6,000	2,000
12/4		30,000	1,000

West Virginia Specials

BASSWOOD

6 cars 4/4 No. 2 Com. and Btr.

BEECH

cars 4/4 No. 1 Com. and Btr.
2 cars 5/4 No. 1 Com. and Btr.
3 cars 6/4 No. 1 Com. and Btr.

CHESTNUT

8 cars 4/4 1s and 2s and Selects
2 cars 5/4 1s and 2s and Selects
4 cars 6/4 1s and 2s and Selects
2 cars 8/4 1s and 2s and Selects
10 cars 4/4 No. 1 Com. and Btr. Wormy
4 cars 5/4 No. 1 Com. and Btr. Wormy
6 cars 6/4 No. 1 Com. and Btr. Wormy
2 cars 8/4 No. 1 Com. and Btr. Wormy
6 cars 4/4 1s and 2s Qtd. Wormy

PLAIN RED OAK

9 cars 4/4 No. 1 Com. and Btr.
cars 5/4 No. 1 Com. and Btr.
3 cars 6/4 No. 1 Com. and Btr.

PLAIN WHITE OAK

10 cars 4/4 No. 1 Com.
4 cars 5/4 No. 1 Com.
6 cars 6/4 No. 1 Com.
4 cars 8/4 No. 1 Com.

Solid or mixed cars direct from the mill

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310 MANNING CHAMBERS, TORONTO

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Mills : JACKSONBORO, ONT.
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Phone Main 948

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Sawing
for
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WHOLESALE LUMBER

Spruce
Deals
for
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180 St. James Street
MONTREAL

**We have a few cars left of
shingles, and spruce laths**

Write for Prices

Quality

Service

Price

These three elements include the decisive factors in determining whether a purchase is a profitable one or not.

QUALITY, Service and price mean absolutely nothing if the goods are not right when received.

SERVICE, Is of utmost importance for it makes no difference how good the goods or how cheaply bought, if you do not receive them when wanted; it may mean the shutting down of your plant, with its attendant loss and annoyance.

PRICE, Must, of course, be right, but with all, it is the least important of these three factors.

We give our customers full satisfaction on all of these points; let us quote on your requirements.

John I. Shafer Hardwood Co.
SOUTH BEND, IND.

Standing Timber

in Large or Small Blocks

**FOR
SALE**

THE undersigned offer for sale, in large or small blocks all their remaining timber lands and town property situated in the town of Parry Sound, Ont.

We have sold quite a number of timber parcels but still have some good bargains left in Townships of McDougall, Foley, McKellar, Monteith, Carling, Christie, McConkey, Mills, Allen, Secord, Falconbridge and Street.

**Special
Prices**

Special bargains in the Townships of Falconbridge and Street for small mills.

The Parry Sound Lumber Co.

26 Ernest Ave.

Limited

Toronto, Canada



WE ARE CUTTING LOGS LIKE THESE EVERY DAY—ANY LENGTH UP TO 120 FEET—WE LOG AND MANUFACTURE OUR OWN TIMBER—CAPACITY 80,000 FEET

Our Specialties:

**Long Fir Timber—Planking
Decking**

Cutting orders for 2" in long lengths either Common or Clear (obtained as side cut).

Planer capacity 6" x 30". We do not operate dry kiln, but can arrange to air-dry in our yard to requirements.

Our Mill is on Canadian Pacific Railway with Rail Connection (Five Miles) to Tidewater on Alberni Canal. Navigable for all Vessels

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Cable Address: Bainbridge, B.C. Telephone and Postal Service at Bainbridge

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Manufacturers of

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QUALICUM QUALITY LUMBER

Rough Fir Timbers

Any size up to 60 feet long

Select Grades a Specialty

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Market wanted for Rough Cedar Timbers
Inquire for prices

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All Dimensions

At Your Service

Of a High Grade of Manufacture and taking a low freight rate to all Central and Western Ontario Points.

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Pulpwood of all kinds

Bought and Sold for Canadian or American delivery.

Quotations furnished on request.

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Successors to
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Firstbrook Bros.
Limited

Having decided to discontinue saw mill operations at Penetang have the following machinery for sale. This machinery is all in operating condition and is open for inspection at Penetang, Ont.

Mill Machinery

- Extra heavy log haul-up works with inch round and flat chain, 128 ft. centres.
- 2—Waterous log unloaders or kickers, 3 arms, 10 in. cylinders.
- 1—Waterous log loader, 8 arms, 10-in. cylinders.
- 1—Waterous right-hand double cutting band mill, 11 in. saws, 8 ft. wheel, with 8-block carriage; 24 in. opening; Payette set works and dogs; 8 in. x 36 ft. steam feed.
- 1—Waterous double edger for 20-inch saws, lever shifter.
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- 48—live rolls about 8 ft. long by 10 in. dia.; extra heavy, sprocket drive.
- 20—High cars with roller tops, 24 in. heavy wheels on 3 in. axles, standard gauge.
- 1—Mershon 4 saw gang resaw, takes squared cants or just one face, ideal machine to cut small logs and centres of large after good has been taken off.
- 1—Payette picket machine, made specially for shade roller stock, will feed pieces 16 in. long, also sorting table with chain top.
- 1—Rogers Iron Works circular resaw for making box lumber from slabs; fool-proof machine.
- 1—Payette edger for box and short stock.
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- 1—Payette lath bolter and lath machine.
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- 1—Picket trimmer (bunch trim).
- Conveyor drives and chains.
- Pulleys, gears, heavy line shafting and countershafting with bearings.
- Send us your requirements.
- We have a large stock of double and triple leather belting in widths from 10 in. to 46 in.

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- 3—Return Tubular Boilers, Goldie McCulloch make, 66 x 16, Dutch oven settings, 85 lbs. steam allowance Ontario Government.
- Breeching and smoke stack for above boilers, 50 in. dia., newly painted, 600 ft. new 1/2-in. guy and plate for brick pier.
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- 1—Pair Polson "Brown" type engines, coupled on quarters, 22 in. x 50 in., with 10 ft. x 48 in. belt, balance wheel. Excellent engines.
- 1—Pair American feed water heaters for above engines; 10 in., copper coils.

Filing Equipment

- 1—Waterous band saw grinder for 6 in. saws.
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- 2—Reversible saw levelling blocks.
- 2—Chilled band saw anvils.
- Hanchet band saw swages; Crescent circular saw swages; shapers and dressers.

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- Booms and boom chains, 1/2, 3/4 & 1.
- Winches and other mill supplies.

Prompt shipments and bargains for quick sale. Will send all particulars and prices on application.

Firstbrook Bros.
Limited
Penetang, Ont.

"WELL BOUGHT IS HALF SOLD"

"It's All 5/4"

Dry White Pine

24 M' 5/4 x 8 & up "D" Sel. & Btr.

23 M' 5/4 x 6 & up No. 1 & 2 Cuts

14 M' 5/4 x 6 & up No. 3 Cuts

6 M' 5/4 x 4 & up Good Shorts

10 M' 5/4 x 4 - 10/16' No. 1 Stocks

85 M' 5/4 x 5 - 10/16' No. 1 Stocks

100 M' 5/4 x 6 - 10/16' No. 1 Stocks

100 M' 5/4 x 8 - 10/16' No. 1 Stocks

40 M' 5/4 x 10 - 10/16' No. 1 Stocks

68 M' 5/4 x 12 - 10/16' No. 1 Stocks

"D" Sel. & Btr. suitable for Patterns

No. 1, 2 & 3 Cuts suitable for Doors and Sash

No. 1 Stocks suitable for Verandah, Flooring, Shelving, etc.

We have 4/4, 6/4 and 8/4 White Pine of similar range.

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and WOODWORKER**
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1" to 3" WHITE PINE
All Grades and Widths

1" to 6" NORWAY

Registered



Trade Mark

**Export Trade
Our Specialty**

Registered



Trade Mark

The Harris Tie & Timber Co.

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**Lumber - Lath - Shingles
Cedar Poles and Posts
Railway Ties - - Piles**

KEEWATIN LUMBER CO., LTD.

Manufacturers of White and Red Pine, Spruce and
Poplar Lumber, Boxes, Shooks, Lath and Ties.

**Dry White Pine Uppers and Factory Plank
Dry White Pine Common Boards
Also BOX and CRATING STOCK
in PINE, SPRUCE and POPLAR**

Saw Mills, Planing Mills and Box Factories at
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Correspondence solicited

General Office - KEEWATIN, ONTARIO

Get Our Special Prices on White Pine, Norway and Spruce

SPECIAL

No. 1 and No. 2 White Pine Lath, mixed.
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Dry Stock Ready for Shipment

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Quality Guaranteed

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Jersey City and Everywhere

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Band Sawn CHESTNUT, Red and Sap GUM

Plain and Quartered Oak, All Grades and Thicknesses

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Manufacturers of

Lumber, Lath and Shingles

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Bleached Sulphite Pulp Mill. Saw Mill (all Band Saw Mills). Shingle Mills.

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Glendyne, Que.	C. G. Ry.	Plaster Rock, N. B. ...	C. P. Ry.
Estcourt, Que.	C. G. Ry.	Fredericton, N. B. ...	C. P. Ry. and C. G. Ry.
Edmundston, N. B. ...	C.P.R., C.G.R. and Temiscouata Ry.	Nelson, - N. B. ...	C. G. Ry.
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FIR TIMBER and Finish, CEDAR SHINGLES and Lumber

Transit Cars of the above always on the Road

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We are in the Market for
**Railroad Ties, Piling
and Posts**

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Veneered Panels

for Interior Trim

Quartered and Plain Oak, Mahogany
and Birch

60" x 30" and 72" x 24"

3 ply $\frac{1}{4}$ " and 5 ply $\frac{3}{8}$ "*Write for prices***Hay & Company, Limited**

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Callander Saw Mills

Callander, Ontario

*"All Forest Products"**Varied and High Class*

**White and Red Pine
Hemlock Lumber
and Lath
Cedar Poles**

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1873**GILLIES BROS.**

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RED PINE

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In All Sizes and Grades

We are Specialists in this Line—Write us.

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Rough 1" - 6 to 12" wide
and 2" - 6 to 12" wide

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Dry, sawn full for Eastern trade

The Foss Lumber Co.

Limited

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Established 1905

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Mark

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Ash, Hickory, Poplar, Oak, Satin Walnut,
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HARDWOOD LUMBER:—

Hewn Pitch Pine Timber, Pitch Pine Lumber

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Exporters

Mobile, Alabama, U.S.A.

Cables
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We are the Largest Maritime Cash Buyers of

Second-hand Rails of all kinds

Scrap Iron and Steel

Dismantlers of Bridges, Plants, Steamers and Mills
at any place and prompt delivery taken.

— TRY US —

For prices communicate with us at once

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Canada Life Bldg.,

ST. JOHN, N. B.

Thurston-Flavelle, Limited

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Cedar Bevel Siding, Finish, V-Joint and Mouldings

Straight or mixed cars with XXX and XXXXX Shingles.

Stocks carried at Lindsay, Ont., for quick shipment.

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AND

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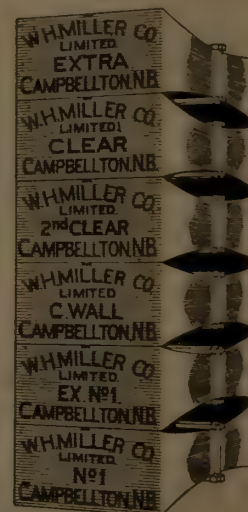
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 $\frac{6}{4}$
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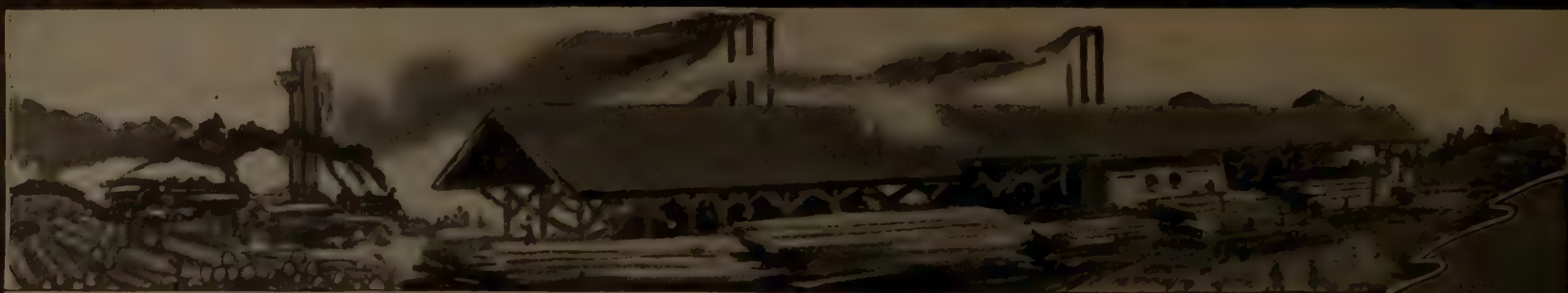
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Canada Lumberman and Wood-Worker

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"The Canada Lumberman and Woodworker" is published in the interest of, and reaches regularly, persons engaged in the lumber, woodworking and allied industries in every part of Canada. It aims at giving full and timely information on all subjects touching these interests, and invites free discussion by its readers.

Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

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Toronto, April 15, 1919

No. 8

Making Canada a Nation of Home Builders and Owners

"Own Your Own Home." This slogan has become almost as popularly and universally recognized as "Win the War." Many business organizations, federations and construction industries, and other associations, are making a particularly strong appeal at the present juncture for every head of a family to build his own domicile on the patriotic plea that the citizen who owns a comfortable, sanitary and attractive dwelling, is a more contented, progressive and solid resident than the individual who is always paying rent, and is at the beck and call of an avaricious landlord.

The sense of possession, the pride in surroundings, the domestic influence, and the realization of ideals which cluster around the model and inviting family habitation, have been enlarged upon in many pertinent and stimulating articles. There is, therefore, no need for reiterating them. The sentimental phase of this most important question has been presented forcibly in numerous public addresses and instructive brochures. There is, however, a practical and business side, not to speak of the aesthetic or romantic appeal during the world-wide process of readjustment and repatriation.

Retail lumbermen can do much by publicity propaganda and superior service to encourage and strengthen the strongly implanted desire that is in the breast of every father and husband—to plan, build and own a home. One enterprising eastern dealer advertises that he furnishes all kinds of materials for "homes—not houses." This appeal is particularly pointed and embodies both a sentimental and practical viewpoint.

The retail lumberman is also in position to furnish much valuable advice and should be able to give estimates, make suggestions, and provide facilities such as will encourage the average householder to launch out on a venture in his own behalf. Never has home building been so vividly portrayed in magazines and in the daily press as at the present moment, and even in a pictorial way the sentimental side of the proposition is "played up" with a good deal of effect and sometimes with not a little humor.

In connection with this enterprise, the United States Department of Labor has undertaken to furnish retail lumbermen, contractors, builders and others with a series of bright and pointed bulletins. This Department has an Information and Education Service Bureau which is doing effective work, and hundreds of copies have been sent broadcast, with the result that even the most listless have been incited to do some serious thinking relating to the home building proposition. It might be advisable for some of the districts of the Ontario Retail Lumbermen's Association and other similar bodies in the various provinces of the Dominion to adopt a like move and demonstrate that as lumber merchants and builders' supply men they are real, vital factors in the stability and progress of the community.

One particularly vigilant lumberman has sent to the Department at Washington for copies of these bulletins and has displayed them in his yard and office. The result is that he has aroused considerable local interest in the home building idea. It is not necessary to comment at length on the instructive and intensive effect of this move. In the service there are epigrammatic utterances—grave, gay, solemn, weighty, pointed and racy—constituting clarion calls to suit all minds and moods.

"A man can borrow money on what he puts into a home. He can't on what he pays out for rent."

"During the war it was patriotic not to build. Now we can best show our patriotism by building."

"A man will fight FOR his home but IN a boarding house."

"Construction adds to the wealth of the country. Build now."

"One good turn deserves another. Good work here will encourage others to build."

"Efficient work here will encourage others to build elsewhere."

"Let this building be built so well and so quickly that the owner will be encouraged to build another."

"Best efforts on this building will prove an inspiration for someone to erect another nearby."

"Save your money by building a Home."

The foregoing slogans are such as win in any cause and the suggestion is made that, if district associations cannot see their way clear to undertake such a move as the one outlined, retailers in any centre could unite and have the local printing office execute a few hundred copies for distribution. There is no doubt that the benefits derived would many times offset the small disbursement.

Wholesalers Discuss Important Problems

Believe Canadian Lumber Should Be Used in Military Work and Car Construction

—Difficulty in Securing Refunds From Railways for Overcharges

An interesting meeting of the Wholesale Lumber Dealers' Association, Incorporated, was held at the Albany Club, Toronto, on Friday, March 28th. Mr. A. E. Clark occupied the chair and there was a large attendance. This was practically the first meeting of the association at which it has been possible to throw the session open for general discussion on matters brought up by individual members. An exceptionally profitable meeting developed.

There were only a couple of matters of routine to be dealt with. The first was a report by Mr. F. Oliver, chairman of the Entertainment Committee to the effect that the banquet tendered to the Ontario Retail Lumber Dealers' Association had been successfully carried out, and that the wholesalers of Toronto and Western Ontario who contributed to the cost of the entertainment had received a detailed financial report together with a refund of a substantial portion of the amount contributed.

Mr. J. L. Campbell moved a vote of thanks and congratulation to the Entertainment Committee for the successful manner in which it had carried out the banquet. The motion was seconded by Mr. G. H. Long and was unanimously carried.

Standing Committees for the Year

The other matter of a routine nature was the announcement by the chairman of the Standing Committees which he had appointed for the present year, with the approval of the Board of Directors. These committees are as follows, the first name in each case being the chairman:

Transportation: A. E. Eckardt, D. C. Johnston, A. E. Clark.
Trade Relations: A. E. Gordon, W. J. Lovering, W. C. Laidlaw.
Admission and Membership: H. J. Terry, F. Kent, W. C. Gall.
Bureau of Information: C. W. Wilkinson, Alex Read, Maurice Welsh.
Fire and Marine Insurance: W. C. Laidlaw, H. G. McDermid, A. E. Cates.
Arbitration: J. L. Macfarlane, John McBean, R. G. Chesbro.
Legislation: G. H. Long, N. H. Hocken, J. P. Johnson.
Inspection: W. E. Bigwood, R. McDonagh, A. C. Gordon.
Audit and Finance: Duncan McLaren, A. H. Leak, J. B. Jarvis.
Terms of Sale: Ormsby Oliver, Hugh A. Rose, C. G. Anderson.
Entertainment: Frank Oliver, A. K. Johnson, D. C. Johnston, D. Barclay.

Chairman Clark then made an interesting reference to trade conditions, prefacing his remarks with the statement that the conditions prevailing today were such as to call for the exercise of common sense and close association work. Indications from the standpoint of production were that there would not be the amount of lumber produced this year that had been produced last year, and also that this year's production would cost more than any previous year. There was no indication at the present time of any material reduction in the cost of labor, which made up a very large portion of the original cost of lumber. Sentiment and sentiment alone, at the present time, was sending forward a reduction of lumber prices. There was a general feeling that all prices must go down. If the lumbermen fall in with this idea prices would have to go down, and the chances would then be that many of the people engaged in the lumber business would go down and out. For himself, he could see no occasion for uneasiness. A little common sense, a little good judgment and a little co-operation would help them to tide over what appeared to him to be only temporary difficulty. The chairman then threw the meeting open for general discussion and invited members to bring up any matters which they considered of importance.

Mr. F. Oliver introduced a discussion upon Section 88 of the Bank Act, and was followed by Mr. W. W. Carter, Mr. W. J. Lovering, Mr. A. E. Eckardt, Mr. C. G. Anderson, Mr. W. E. Bigwood, Mr. J. L. Campbell, and others.

Bank Act Section Under Review

This discussion brought out the fact that lumbermen are unanimously of the opinion that Section 88 of the Bank Act gives to the bank the power of securing ownership of stocks of lumber to such an extent as to be a source of injustice to lumber manufacturers and wholesalers who have supplied stocks that may be in a yard at the time when an assignment is made. It was generally felt by those discussing the subject that it was the duty of the government to amend the Bank Act so as to remove this injustice. However, it was

also the opinion of the members that it would not be wise at the present time to urge the government to deal with this matter, on account of the large number of much more important problems which now confronted the government.

The result of the discussion was the appointment of a committee whose duties it will be to gather and arrange data in connection with this subject so as to be prepared with the necessary information when the proper time comes for submitting it to the government. The committee selected consists of Messrs. W. C. Laidlaw, J. L. Campbell, A. E. Clark, and D. McLaren.

Mr. A. H. Leak introduced a discussion on the subject of the difficulty of securing refunds from the railway companies for overcharges. The discussion on this subject was participated in by a number of members, and several definite instances were produced, showing conclusively that in many cases the railway companies take an arbitrary stand and refuse to consider a refund, no matter how clearly the facts may demonstrate that the railway companies are in error. The chairman urged all members to prepare information regarding cases of this nature and submit it to the secretary, so that the cases might be placed in the hands of the standing committee on arbitration and used by them in presentation of any claim which may be brought before the Dominion Board of Railway Commissioners for remedy of this situation.

Why Not Call For Home Materials

A member submitted to the meeting a "Quotation Request" sent out by the Department of Soldiers' Civil Re-establishment under date of March 25th asking for quotations on ½ car of 1-in. red gum wood, 1sts and 2nds; ½ car of 1-in. poplar clear saps. It was thought by several members that the attention of the Department and of the government should be drawn to the fact that lumber for the purpose of this work should be purchased in Canada. Several members discussed the matter and all agreed that it would be advisable to bring it to the attention of the Department and of the Government in this way.

It was moved and seconded that a strong resolution be prepared dealing with this matter and that it should be sent to the Department of Soldiers' Civil Re-establishment, and to the Department of Trade and Commerce. The result of this was that the following communication was sent:

"At a meeting of the Wholesale Lumber Dealers' Association, Incorporated on March 28th the following resolution was carried:

"Whereas the Department of Soldiers' Civil Re-establishment has made a request (1045-Reqn. 4908 dated March 25th, 1919) for a quotation on ½ car 1-in. red gum wood, 1sts and 2nds. ½ car 1-in. poplar clear saps.

"And, whereas Canadian woods such as birch, basswood, and white pine are available and will give even better service than the foreign woods that have been mentioned.

"And, whereas the Government have made a strong appeal to all classes to help re-establish soldiers in civil positions and whereas the members of our association have shared to the fullest extent in the support of Canadian war efforts, therefore,

"Be it resolved that this association enter a protest against the purchasing of lumber abroad under such conditions."

Use Canadian Woods on Canadian Cars

Mr. F. Oliver brought up a similar matter in connection with the use of imported woods in the construction of cars for the Canadian Government Railways. This matter was dealt with in a similar manner and the following resolution was sent to the purchasing department of the Canadian Government Railways and to the Department of Trade and Commerce:

"At a meeting of the Wholesale Lumber Dealers' Association, Incorporated, on March 28th, the following resolution was carried:

"Whereas the Purchasing Department of the Canadian Government Railways has, on recent occasions, purchased or given orders for construction of cars, permitting the manufacturer to use foreign woods where Canadian woods would give equal if not better satisfaction.

"And, whereas lumbermen tendering on Canadian woods have failed to secure such orders on account of slight differences in prices,

"And, whereas such stocks are now being held at mill points unsold,

"And, whereas the Canadian railways are appealing for traffic, so that it is not in the public interest that this material should be imported,

"And, whereas, the Canadian Government have made a strong appeal to all classes to help re-establish soldiers in civil positions and whereas the members of our association have shared to the fullest extent in the support of Canadian war efforts, therefore,

"Be it resolved that the matters herein contained be respectively referred to the earnest consideration of the Purchasing Department of the Canadian Government Railways."

The secretary submitted the results of the plan adopted at the December meeting for the preparation of lists of stock owned by members. The lists furnished had so large a number of entries that it would be impractical to furnish members with copies.

The subject was discussed and a motion was presented by Mr. H. G. McDermid, seconded by Mr. M. Welsh, and carried that members should furnish the secretary each month with lists showing totals of stocks owned and unsold in Ontario and Eastern Canada, and that these lists should simply refer to the various kinds of woods owned, without consideration of thickness, width, length or grade. It is believed that this will involve very little work either for the members or for the secretary, and it will then be possible to furnish each member with an interesting and valuable report regarding the amount of stock on the market.

The meeting was brought to a conclusion by a further discussion of market conditions.

Lumber Will Maintain Present Price Levels

National Retail Lumber Dealers' Association Do Not Believe There Is Going To Be Any Reduction, Which Stand They Have Taken From Outset

There is no doubt much anxiety on the part of the retail lumber dealers relative to the results of the hearing insofar as it concerns the lumber industry before the Industrial Board of the Department of Commerce, and its effect upon present lumber prices, writes Charles A. Bowen, of Detroit, Secretary of the National Retail Lumber Dealers' Association.

Upon the invitation of the lumber manufacturing interests I had the pleasure of sitting in at the conference between the manufacturers themselves, and at the conference between the lumber industry and the Industrial Board.

At this conference the whole situation was canvassed very thoroughly and all of the details brought out. The lumber manufacturers submitted to the Industrial Board the fact that they were not in a position to make any offer, but felt that the Industrial Board should be the aggressor and make suggestions as to what they thought the lumber industry should do. This the Industrial Board refused to do, saying that they were not a committee with any mandatory powers, but were there to help the industry in any way they might in order to stabilize prices with the thought and hope of stimulating a revival of commercial business.

Why Lumber Cannot Come Down

They cited the fact that the steel industry had met them and voluntarily reduced their prices in order to help bring this about; and stated that they felt the lumber industry should make some reductions in their present prices for the same reason. The lumber manufacturers pointed out that the steel industry were in a different position than themselves; that steel prices had soared to a very high figure during the war period and had already begun to make a decline before the hearing of the Industrial Board; also that that industry were in a position to reduce their prices because of the conditions which surrounded their business and without materially affecting their investment or a reasonable profit, and also that there were so few of them that they could unite through a national association or general agreement which would practically bind the whole industry.

On the other hand they pointed out that there were something like 35,000 manufacturers of lumber in the United States, only a small number of which are in any association at all; that there was no association which could speak for the lumber industry as a whole, and that those present had no authority to bind the industry in anything, nor even the associations which they represented, and any statements which they might make would merely concern their own particular companies. They pointed out that the price of lumber had never gone beyond what would produce even a small margin of profit, let alone an inflated margin, and that under existing conditions, and conditions which so far as they could see, would maintain for some time to come, their selling costs being almost identical with their producing costs, they could not reduce their selling prices without disaster to themselves and the industry as a whole. They also pointed out the fact that the life of the lumber manufacturing industry, particularly in the South, was not over about twelve years and was a diminishing proposition unlike any other of the natural resources.

The Industrial Board were unable to make any suggestions, but were also loath to stamp with their approval the present prices which

were being promulgated by the lumber manufacturers, although it was clearly pointed out to them that if the manufacturers could not lower their prices without disaster to the industry, they, the Industrial Board, should commend present prices in order to satisfy the public that the present prices of lumber were so low that they could go no lower.

Why Not Commend Present Prices

The Industrial Board finally agreed to look over cost data offered them which had been prepared by the Southern Pine Association and checked with approval by the Federal Trade Commission and compared it with prices which the lumber men were now asking in order to confirm the claims of the manufacturers' committee, all agreeing that this would be a typical of all lumber manufacturers, and with a view of issuing a statement later on. No statements have been issued, however, from the Industrial Board since that date, and the negotiations have been practically broken off.

W. M. Ritter, with the War Industries Board during the war, and who is now a member of this Industrial Board, is generally given credit for having suggested this plan of the Industrial Board as carried out by Secretary Redfield, and he has been quite anxious that the lumber prices should be lowered in order to stimulate building. It is generally thought that this would be a mistake and that what the public want is not so much a lowering of prices, having now all practically been convinced that prewar prices will not appertain, but to know that there is some authority and basis of fact for the statement being issued that there will be no lower prices than what are in effect today.

Certain representatives of those on the Board endeavored to have a secret meeting following the conference above referred to, and proposed that all lumber manufacturing concerns simply agree to a flat reduction of \$2.00 per thousand feet from their present prices, but important lumber representatives refused to consider this, taking the ground that such, or any other price concessions, would be suicidal to the industry in view of the fact that many of the larger producers have for some time past been losing money steadily even at present prices, and that owing to labor and wage conditions and other things confronting the industry many mills had shut down and many others would probably do so.

Any Concession Would be Suicidal

It is generally conceded, and the Government departments are advocating it strongly, that labor wages will not and must not be reduced, and this being the case, it is not reasonable to suppose that manufacturing costs will be reduced nor the present selling prices reduced very materially under these conditions.

A recent publication put out by the Government department is thought to cover the situation fully when the writer emphasizes that the best results are going to be obtained by showing the public that a new price level has been created permanently, instead of giving so much publicity to possibly lower prices which will probably not be secured for a long period. Certainly, we do not believe that there is going to be any reduction in lumber, which is the stand we have taken from the beginning.

Value of Plant Appraisal Under-Estimated

Inventory Concerning Building and Equipment Assets Is Very Lax—Descriptions Are Entirely Inadequate and Valuations Always Erroneous

DEFINITION OF APPRAISAL

A disinterested presentation of building and equipment, certified by a company expert in this line of work, with accurate descriptions, and showing the cost to replace at prevailing prices, also, with proper depreciation, the sound, present condition value of the property.

In no dictionary or encyclopedia will be found a comprehensive definition of Appraisal, as professionally understood and commercially furnished. A definition of the service as known and recognized might be stated as above.

The ordinary inventory is very exact in the matter of stock and very lax as regards building and equipment assets, said Wm. F. Worcester in an admirable address recently before the Northwestern Lumbermen's Association in Minneapolis.

Suppose we take it for granted that every establishment of any consequence has established a valuation of the plant. In many instances this valuation, if placed by owners, is carried in lump sum, including land, buildings, good will, locational value, customers and business all combined. There may never have been an accurate separation of these elements of value, or the division may only have been merely estimated. In some instances the owners realize the necessity for accurate values and attempt to do the work themselves. They start in bravely, are soon interrupted with more immediately important matters or they delegate certain of their force to do the work and in the end find that it costs them as much or more than if done professionally and the work is amateurish.

At this time your speaker would digress long enough to mention the fact that in his ten years' of Government work, with occasion to examine thousands of personally prepared inventories of buildings and equipment, in practically no instance was the presentation in accordance with proper method, unless there were outside experts engaged on the work. The owners' descriptions are entirely inadequate, the owners' valuations are almost erroneous. It was the realization of the absolute necessity for expert service along this important line of work that led to the establishment of companies in appraisal.

Having others do work which possibly the owners are more or less capable of doing themselves is merely carrying out the principle of specialization. The people who devote their entire time, thought and energy along a particular line are the ones best to be entrusted with the work. Then there are standard recognized methods being followed instead of haphazard listing. The work is made up with accurate piece-bills and correct descriptions. Valuations are based on provable reproductive pieces instead of original costs. Depreciations are figured in accordance with actual condition of the property instead of so much per year. Appraisal companies ordinarily never inquire as to the original cost inasmuch as today prices are entirely a different matter than what may have been paid for the property.

An instance came to attention concerning a property originally built in 1905, sold in 1908 for a lump sum, sold again in 1912 and again in 1915, the fourth owner recently losing the property by fire. Of course, he knew what he had paid, but it was necessary to prepare a proof of loss and the adjustment was a piece of guess work more or less unsatisfactory to all parties. Many properties have been rebuilt, added to or altered from time to time, the owners know possibly how much money has been spent, but they don't know how much the property is worth.

Consider the difficulty in case of a fire in rebuilding a picture of the property, detailing the dimensions, material list and all data concerning each item of the equipment, picking out from memory or with the aid of some old inventory sheets. How much better it is to recognize the possible necessity for such data, prepare yourself in advance with complete data. Then in case of fire or for whatever use, you have ready a complete showing of the property satisfactory to all concerned. There will be enough to worry over in the listing of stock, making arrangements for rebuilding, plans for taking care of trade and other troubles, without having the details of building and equipment values to bother with.

Experience has shown that in many instances of divided insurance, based on owners valuations, there have been serious discrepancies, over insurance at some points and under insurance on other property. It is essential to have values properly scheduled, valued and insured, as after a fire is too late to adjust such matters.

No matter how carefully the property may be listed by the owner, suppose for instance it were done exactly as well as could be by the best experts, the valuation placed by the owners, especially on the question of depreciation, could never be regarded as being unbiased. It may be the full intention to be entirely disinterested, in fact the average business man, in his effort to be fair, leans in the other direction and the values may be placed too low. This has proven to be the case in many instances, but if the property was to be sold the owner would never be given credit for a low valuation.

Think how much more conclusive is evidence of value prepared by outside experts, certified, put up in book form, each property with its plant drawing showing location, railroad and other facilities, bound with the complete description and accurate provable values. Then if it were ever desired to make exchanges, adjustments, statements, transfers, or data for whatever purpose, it is readily at hand. How much more convincing is it to be able to sit back and announce that the data was prepared by a company in that line of work, with no financial interest whatever in the property.

Cost System Use of Appraisal

One of the fundamentals of any satisfactory cost system is an accurate valuation of property. What per cent is your profit on your investment? By investment we mean the value of the property. Suppose you carried the property at \$20,000 and a profit of \$2,000 was shown which would be 10 per cent and not so bad. Suppose, however, the property was really worth \$40,000, the same profit would be only 5 per cent, which is not satisfactory.

This leads us to the consideration of a well known fact, that all values have increased in the last several years. The reason for this condition is that it would cost much more, possibly twice as much, to replace any building or any item of equipment. Therefore, it is the part of wisdom to recognize the conditions as they exist and have an appraisal to ascertain the today values.

You will be surprised at the degree of competency shown by experts in appraisal. There never is an instance where once a concern has appraisal that they are not greatly pleased with the service. The work has become standard, is certified and disinterested, complete and accurate and, what is very important, is prepared absolutely without trouble or annoyance to property owners or employees. The cost is so low that you will wonder why you did not have the work done long before.

Who among you have not overdue accounts to collect or many other important matters which should be attended to. Why not have done by others what can be done better and cheaper, thereby securing disinterested, accurate service, acceptable as a proper basis upon which to arrange insurance and proof of loss in case of fire.

Appraisal companies do not require the assistance of the owner. They make their own sketches, secure field notes, measurements and all data in standard manner. The work is priced, extended and totalled in proper detail, summarized and certified, put up in book form with drawings and indexed in easily accessible manner. If you were to do this work yourself or have your employees do it for you, if you count your time and theirs, it would cost as much or more than to have it done by regular standard method.

Decide to Have Appraisal

If this talk has brought to consideration any feature of weakness in the inventory system in use study the subject carefully, consider whether it can be corrected and the more deeply the matter is investigated the more certain the conclusion to have an appraisal. Perhaps the resolution may be at once proceed to secure a better inventory by means of employees, or the owner's own work. Keep this one thought in mind that an appraisal is an entirely different piece of work than will be compiled by personal effort, but the main reason is that ordinarily it is merely intended to be done by the owner and never completed. Remember the disinterested phase, the accurate detail, the accessible data and presentable documentary evidence of the real value of the property and decide to have an appraisal.

Taking the Mystery Out of Building Homes

Selling Lumber to Build Houses Is Becoming More and More Proposition of Open Dealing and Superior Service—Mail Order vs. Retailer's Problems

Selling of lumber to build houses is becoming more and more proposition of open dealing and superior service—Mail Order procedure vs. yardman's problem and methods.

There are always two sides to every proposition. Provided the arguments on behalf of any movement or cause are presented fairly and impartially, no one can find particular fault if the opinions expressed do not coincide with their own. There are many angles to every question and, naturally, view points diverge from the position in which persons are placed and their relations to the matter in hand. There is a trite but true saying that it makes a world of difference whether you are on the outside looking in or on the inside looking out, or, in other words, location and personal interest change the standpoint, and it is well to weigh all questions from as broad a vision as possible.

The ability to see the other fellow's point of view or position is a valuable asset in the ordinary relations of life. It is not always necessary to agree with a project in order to recognize its timeliness, truth or merit. The subject of advertising is now a particularly live and pertinent one, in view of the agitation going on to induce more people to become house builders and home owners. There is no doubt that the retail lumberman who gives service and satisfaction, having benefit of personal acquaintance and knowing the needs of his customer in a way that a mail order house can never hope to do, possesses a decided advantage over that of an organization which, however attractive its selling plans and service, is still under a handicap. The retail lumberman, of course, must be up and doing. He has to be alert, solicitous and aggressive. It will not do for him to sit down and grouch, think that the bottom has dropped out of things, or the sun disappeared from the firmament, and that ordinary people have gone mad over mail order houses or departmental stores methods and merchandise.

If he gives quality and value, backs up all that he says by promptness and performance, and at the same time asks only a reasonable profit on his stock, knows his cost of doing business and estimates accordingly, he need not fear, to any alarming degree, outside competition.

Better Houses for the Masses

In a recent edition of "Printers' Ink" an article appeared from the pen of G. A. Nichols, entitled "How a Mail Order House meets its Retail Competition." The writer then goes on to point out how a certain concern has taken the mystery out of building, and got right down to practical everyday affairs. He emphasizes the fact that people now have better houses for less money, whether they buy from the mail order organization or from the local dealer, and also that more domiciles are built and more improvements made to dwellings already built than ever before. Thus business is stimulated and strengthened. Mr. Nichols adds that he has no prejudice either in favor of the mail order house or the retail lumberman, but if there is any weakness on his part he leans rather in the direction of the latter. He emphasizes one feature which the yardman should never overlook, and that is, nothing can take the place of an actual stock of merchandise right at hand for the prospective purchaser to inspect. No matter how nifty a catalogue may be it cannot sell, of itself, like the goods which are on the spot. Mr. Nichols points out that this is the weak point in the mail order man's appeal no matter what he has to sell. It is one thing in which the local retailer has an unanswerable argument in his favor, and goes a long way toward off-setting any apparent advantage the mail order competitor may have—but the retailer must rise to the occasion and avail himself of the opportunity and give the right kind of merchandise, service and price.

Here is what Mr. Nichols says and whether the reader agrees with all the points and the suggestions offered, is not a matter of such vital concern so long as some of the arguments incite the lumber retailer into getting a move on and proving that he is a real, living factor in ministering to the building trades of his own town and surrounding country:

Some manufacturers and jobbers who are seeking a larger outlet for their goods, through helping the retailer build up a market, are showing a pronounced disposition to learn from the retail mail-order houses and to encourage the retailer to apply the lessons.

If any retailer is falling behind to-day in his race with the mail-

order houses he is only paying the penalty of failure to ventilate his values. People who read advertising buy better. The man who sells standard, advertised goods sells them quicker and finds it easier to get the people back into his store for further purchases.

The mail-order house has used the right kind of publicity. The retail dealer, generally speaking, has not. This is why the catalogue house many times has the better of the argument. It has been repeatedly demonstrated that the retail store using proper advertising backed up by values, prices and service, can simply walk away with



AND SO ENDED THE STORY OF BROWN AND HIS HOME—
MORAL—BUY FROM THE PEOPLE WHO GIVE SERVICE
(From "Mac's Maggie Zeen")

the business, leaving the mail-order house far behind. But the retailer is too ready to rely on "buy at home" arguments. If he recognizes mail-order at all in his advertising he is likely to make his bid for business on a basis of local pride or upon the idea that the people of the town owe him something because he happens to be running a store there.

It may as well be recognized by everybody concerned that the mail-order houses have done a worth-while work for the people of this country in that they have made possible better values for the consumer. They have turned the spotlight on prices. Publicity makes for competition. Where there is no competition the condition is bad for the consumer. This is a principle that is recognized even

by some governments. England is said to welcome competition of other countries in the South African trade because such competition stabilizes prices and makes it more certain that the people shall get a square deal.

Values Better Understood

Mail-order methods have removed much of the mystery from merchandise and selling. People are many-fold keener students of values and of goods than they were twenty years ago. Studying the mail-order catalogues, they naturally learn about merchandise. They do not have to take the retailer's word for everything. They have a better line on what fair prices are. Consequently, the retailer has to get right up on his toes and stay there. The thing works out for him as well as it does for the consumer, as a matter of fact, because the catalogue increases the demand for merchandise in general and of profits along with the rest, if he has the right kind of goods to sell.

A catalogue, whether it is designed to sell goods to retailers or consumers, necessarily must be right the first time. It cannot talk back. When a thing is down in print the house must stand behind it. If the prices are not low enough, then the sale is lost. If the descriptions are deceiving, then the people won't buy again. Long experience has demonstrated that the mail-order houses make good on their promises. Therefore they have gained the confidence of the people. This has brought about a condition where the retailer has got to be frank about his values also if he expects to hold his own.

In increasing the demand for merchandise, the mail-order houses have done a great work which has had a very important bearing on the country's commercial life.

The Gordon-Van Tine Company, of Davenport, Iowa, sends out half a million catalogues with pictures of houses in colors. The result is a better understanding of the house proposition, better houses for the people and fairer prices by the retail lumber dealer.

An impartial study of the building material situation convinces the writer that Gordon-Van Tine has done something really worth while in standardizing prices in this line. There is absolutely no intent here to make a plea for mail-order. If the writer has any prejudice at all it is in favor of the retail dealer. But "pigs is pigs" and facts are facts.

There are few things in which there is so much mystery for the average buyer as in the building of a house. So many items go into the make-up of that house that the average buyer is bewildered if he attempts to figure it out himself. He is at the mercy of his contractor and building material dealer.

If a person is asked to pay \$25 for a pair of shoes he immediately insists on being shown. He knows something about shoes and what shoes ought to cost. This \$25 pair must be exceptional. The chances are if he buys the shoes he gets a pretty good value for his money. A retailer would not think of asking a woman to pay \$5 for a pair of hose unless he had a \$5 value. She is acquainted with hose and he knows it. Gordon-Van Tine has made it possible for the buying of a house to be a package transaction just like the buying of a pair of shoes or hose. The whole proposition is put down in a catalogue in black and white. Everything is there—goods, prices, plans. The prices are guaranteed. The customer is promised that there will be no extras at the last moment. His satisfaction also is guaranteed.

Why Sales Must Stick

Now then, if a mail-order house sends a pair of shoes to a customer in California and the shoes do not give satisfaction they can be returned and the money refunded. Nobody is going to be very much the loser. But when it comes to returning a lot of lumber and building material enough to construct a house, the problem is different. This is met by Gordon-Van Tine on a basis of having its merchandise fully up to specifications—better than that if anything. If the company sends out some Grade 2 lumber to a farmer in Kansas that lumber must at least approach the Grade 1 variety he can get from his local dealer.

This is not saying that the lumber mail-order house operates on a higher standard of ethics than the local retailer. Leave ethics entirely out of consideration. Admit that the standards of the mail-order house and the retailer in this respect are equal. Or even admit they have no standards at all. Gordon-Van Tine sends out lumber on this basis simply because it would go broke if it would send it out on any other.

No matter why it is done the user of the lumber gets the benefit. The light of publicity has been let in on grades, values and prices in the lumber business. And this is steadily working around to a place where those interested in buying lumber are getting to know more about it and to refuse to deliver themselves with blind faith into the hands of the retail lumber dealer any more than they would into the hands of the man who sells shoes, stockings or eatables.

"Gordon-Van Tine surely has taken the monkey-business out of

the lumber business," said a ranch-owner in the Middle West, who buys considerable quantities of building material each year. "Lumber necessarily is bought only periodically. The average man buys a house only once in his life. He may spend a good part of his life after that in paying for the house. Thus he knows little of values in building materials and the retail lumberman is able to place his own construction on prices and quality. Since buying from Gordon-Van Tine I can't say I have much more of an expert knowledge of lumber than I had before. But I know I am getting better prices and better quality for the money because the company would not dare send me any other kind. If it did not keep its agreement with me I would shoot the stuff back. And of course it couldn't afford to have lumber sent back."

In the State where this ranchman lives the writer happens to know that there is—or at least there was, a few years ago—the closest kind of co-operation among retail lumbermen as to the keeping up of prices. At one time it was almost impossible for a retail lumber dealer to conduct his business if he did not agree to maintain a scale of prices fixed by the lumbermen's association. This association even went so far as to put some lumbermen under bond to sell at a certain figure.

Suppose a farmer wanted to build a new house or a new barn. He would go to a local lumber yard and have the bill figured. The figures would not be given him, however until they had been communicated to the other lumber yard in the place. Then, if the farmer went to the competing yard he would be given a figure higher than that of the first yard, or vice versa.

Making Homes Out of Houses

Prices never were advertised. Values were not ventilated. The user of lumber had no standard by which to measure the correctness of the figures and qualities offered him. Along came Gordon-Van Tine and Sears Roebuck with their clean-cut, straight-from-the-shoulder house-building propositions—they couldn't have any other kind and get away with it—and people began to learn something about lumber just as they had learned about other merchandise.

People now have better houses for less money whether they buy them from the mail-order house or from the local dealer. Also more houses are built and more improvements are made to houses already built and thus more business is created for everybody who has building material to sell.

The Gordon-Van Tine Company has several catalogues at the disposal of customers. The principal one is entitled, "Gordon-Van Tine Homes." This offers for sale at net guaranteed prices the lumber and everything else necessary for building a house complete. The lumber and all other material will be sold ready cut or not, just as the purchaser prefers.

For example, the material for constructing bungalow No. 2,632 will be sold for \$1,583. For this price the company furnishes all the lumber, lath, shingles, finishing lumber, doors, windows, frames, interior finish, walls, nails, building paper, tinwork, gutters, downspouts, hardware, complete painting materials, kitchen and linen cases, colonnades and even coat and hat hooks and sand paper. Lumber is also supplied for building the necessary scaffolding for the workmen. Complete plans and building directions are furnished free. The purchaser has the option of adding to the specifications, plumbing, heating and other features.

The real romance of home building comes in the furnishing. To give its customers help in this respect the company has a trained practical exponent of domestic art whose services are at the customer's free disposal. She helps the woman arrange a model kitchen, giving special attention to what she calls "kitchen routing." She insists that every house sold shall include a thoroughly convenient kitchen, as this is the housewife's workshop. The services are given because of the fact that it takes a certain knowledge not only of furniture but also of line and proportion to determine proper kitchen arrangement.

The Personal Side of Things

The company is glad to have its customers visit Davenport and buy their lumber personally. For a long time the catalogue contained an offer to pay the railroad fare of any customer who would go to Davenport and buy a house, barn or carload of lumber or millwork. The amount of the railroad fare would be deducted from the catalogue price of whatever the customer purchased. The offer was perfectly clean-cut and straightforward. It meant just what it said. But it recently was withdrawn because of the possibility of misconstructions. The company is bound and determined to avoid the very appearance of evil and to say nothing in the catalogue that tends even remotely to weaken its appeal for business—an appeal that is based squarely upon considerations of quality, price and service.

This offer to refund railroad fare, now withdrawn, was after all an interesting tribute to the power of the retail store. No matter how good a catalogue may be it cannot sell as effectively as can an actual stock of merchandise. This is the weak point in the mail-order man's

appeal. It is one thing that the local retailer has an unanswerable argument in his favor that is going a long way toward offsetting any advantage his retail mail-order competitor may have—that is, of course, if the retailer rises to his opportunities and gives the right kind of merchandise, service and price.

Every mail-order house has its troubles. Naturally, it has to fight to get and keep its trade just as does any other business concern. Retailers' associations and others are naturally going to do their best to keep as much trade at home as possible.

The selling of merchandise, whether it be things to eat, things to wear, or lumber to build a house is getting to be more and more a proposition of straightforward dealing with nothing concealed.

Twenty or thirty years ago the retailer had his fight just as the consumer is having now. Manufacturers and jobbers then found out that the way to build up lasting success was to work with the retailer instead of against him. They discovered it was poor business to overload a man—to give him more goods than he could sell. They know now that the way to increase their business is to help make it possible for the retailer to sell at a profit the things he buys from them. They know the retailer's transaction is not complete and his profit not made until he sells the goods. The retailer's selling problem, therefore, is rightfully regarded by manufacturers and jobbers as being vastly more important relatively speaking, than is buying. So they give him a square deal on the buying. They have removed the mystery, the risk and the fear from buying, making buying easy. Then they help the retailer with the selling, knowing that when he sells more he buys more.

Returned Men Learn Shingle Making

The operation of the instructional school for returned soldier sawyers and packers which is being conducted under the direction of the British Columbia Shingle Agency, is an unqualified success, according to a statement made by one of its officials. There were no accidents the first few days, and the ten veterans who took their first tuition in shingle-making showed such an eagerness to learn a new trade, that the manufacturers are well pleased with the experiment. Instructor McNair is satisfied with the way in which the soldiers apply themselves.

Just as soon as the men are competent to handle a machine they will be sent to one of the various mills to take the place of Chinese sawyers who have done the work before. In the meantime several of the mills which had closed have resumed operations, in some cases with a half crew.

The experiment of the British Columbia manufacturers is being watched by shingle men along the whole coast. The school of instruction is at the Stoltz three machine mill of Wall St. on Burrard Inlet.

Cleaning Up Stocks of Spruce

The British ministry of shipping is arranging to clean up the stocks of spruce collected at Prince Rupert and the steamer Zamora will be despatched to the northern port to load 2,000,000 feet for the United Kingdom, says a recent despatch from Vancouver. She is a vessel of 2350 tons and cleared from Callao on March 20. Mr. F. C. Clendenning in the ministry of shipping office expects the steamer to be on berth about the middle of April. She will steam to the United Kingdom via the Panama Canal.

The spruce production department of the Imperial Munitions Board was just hitting its stride when the armistice was signed, and had made a record cut of spruce, the output from British Columbia exceeding the total of the American Pacific Coast States. With the cessation of hostilities the need for airplane spruce vanished, and the big I. M. B. lumber camps closed down. There remained a big stock of clean-grained spruce ready for shipment and a large quantity of logs in the booming ground. These logs are being turned into pulp at Swanson Bay and Ocean Falls, and the dressed spruce will be sent to England.

Mr. Clendenning also announces that the steamer War Convoy, recently completed at the Coughlan shipyard, will load at New Westminster and Chemainus for England, and will visit the Fraser River port first. Her cargo will consist of railroad sleepers. There is a big supply ready for shipment at the city dock at New Westminster.

The War Convoy will also load sleepers at Chemainus, and, in addition, will take the first consignment of the 70,000,000 feet order placed by the British timber controller.

Big Lawsuit Over Repudiated Contract

A big shipyard contract came to view in an application made in Chambers by Mr. Alfred Bull in Vancouver. It arose over the agreement between Lyall's Shipyards and M. Van Hemelryck, a Belgian shipowner living in Paris, to build six auxiliary sailing schooners. The ships in question were to be built by Lyalls for \$450,000

each, on terms arrived at after long correspondence, but before taking delivery Van Hemelryck repudiated the contract. Lyalls are therefore proceeding to take action for damages against Van Hemelryck and an order to serve notice on him in Paris recently was given by Chief Justice Hunter, of British Columbia.

How to Keep Standing Timber Healthy

All Slash Should Be Properly Burned As It Is Prolific Breeding Ground For Insects and Fungi

"How Can We Burn the Slash to Best Advantage?" is the subject of a timely and instructive leaflet issued by the Woodlands Section of the Canadian Pulp and Paper Association to members and others interested in the saving of the forests of the Dominion.

J. M. Swaine of the Division of Forest Insects, Ottawa, calls slash "the garbage of the woods" and in a clear forcible statement adds: and just as the city garbage must be destroyed to protect the health of the citizens, so should the forest garbage be burned for the protection of the trees. How can we expect the remaining timber to be healthy when each year we distribute throughout the province many square miles of this rubbish, the finest breeding ground for insects and fungi that could possibly be conceived? As a preventive and insurance against insect and fungus troubles the slash should always be burned; but at this time, when slash burning will without any doubt go far towards checking the balsam disease in regions where it has only started, and in preventing its development in areas that have thus far remained healthy, particularly at this time, when it is so essential that we find some method for fighting this disease, let us develop a way to utilize the only means that appear to be available, and Burn the Garbage.

"What Are You Doing With Your Slash?"

It has been realized for some time that cut over lands are the greatest fire risk which we have to deal and also that the decaying slash left on the ground is a breeding place for fungi and bark beetles which are working enormous damage in our woods. This damage is said to be almost as great as that from forest fires.

Try this for the balance of this winter and next season. You are requested to pick out one or two camps in your next winter's operations and try brush burning along the following lines.

Make a fire. A boy can be added to every two logging crews, who on going to work in the morning should start a small fire and the fellers should be instructed to fall the trees as nearly as possible so that the tops may come near the fire. As fast as the trees are swamped, that is the limbs cut off, a boy should gather up the branches and throw them on the fire. When the top is reached a man should help the boy place it on the fire and all should be burnt.

Watch the fire. The location of the fire, as far as possible, should be chosen so that no living trees or at least only a few small ones will be damaged. The fires do not need to be at all large for spruce and balsam brush as this burns very easy indeed.

Keep a note of the. The cost of this operation should be carefully kept and compared with the cost of making logs in similar territory in previous years, also if possible it would be interesting and very valuable to have the actual cost studied at some time during the operation, that is the time it takes the men to fell and swamp a tree and the time that is employed in putting the brush on the fire.

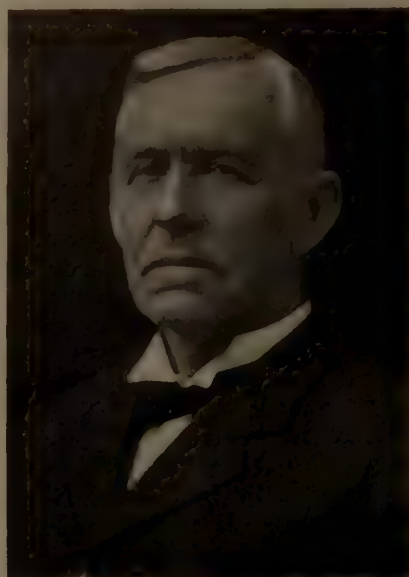
What do we gain by this? A collection of results from a number of companies would give a very fair average cost for this sort of work. You are asked to give this a fair trial and to impress on your woods foremen that this is a very important matter, and that you wish it carried out as efficiently as possible and that you wish a close cost figured for this work.

Checking up. By having a number of companies doing work along the same lines it will be very easy to pick out the men who have tried to do the work faithfully from those who have not. You are urged to give this brush burning a fair trial and to co-operate in every way possible to establish whether such is practical and economical or not.

Will you let us know that you are ready to help in this work? The Woodlands Section has already taken the lead in co-operative work. Let's go further.

Aeroplane Lumber Development in British Columbia

In connection with an article by Mr. Bryan, it may be noted that: Prior to the war the quantity of Sitka spruce logs annually manufactured into lumber of all grades in British Columbia did not exceed 3,000,000, board feet, only 150,000 board feet of which would have been suitable for aeroplane construction. No fir of the grade suitable for aeroplane construction was manufactured in British Columbia prior to the war, and special methods of manufacture were instituted to develop this entirely new grade. The total outlay in connection with the production of aeroplane spruce and fir in British Columbia was approximately \$8,200,000.



John Piggott, Windsor, Ont.



Walter T. Piggott, Windsor, Ont.



Percy G. Piggott, Chatham, Ont.

Veteran Lumberman's Golden Jubilee

John Piggott Who Has Spent Fifty Years in the Industry
Disposes of His Interest to His Sons

John Piggott, retail lumberman of Western Ontario, has retired from the firm of John Piggott and Sons of Chatham and Windsor after fifty years' identification with the industry. In the withdrawal of Mr. Piggott from active participation in the business, to live in retirement in Windsor, the lumber trade loses one of its most capable and veteran associates. The sons have bought the father's interests, the consideration in the deal being over half a million dollars.

Percy G. Piggott has taken over the Chatham end of the business, which he is conducting under the name of the P. G. Piggott Lumber Co., and his brother, Walter T. Piggott, controls the Windsor business, which he is running under the title of the W. T. Piggott Lumber Company.

John Piggott, who, as already stated, is retiring after half a century's active connection with the lumber industry, is making his home in Windsor for the present. He is now seventy-six years of age and enjoying good health. The Piggott business is one of the pioneer concerns in western Ontario and the firm for many years have made a specialty of fine interior woodwork, which they have supplied for a number of the finest buildings in Western Canada. Mr. Piggott, Sr., was born in Oxfordshire, Eng., and came to Canada with his parents when he was five years old, locating in Woodstock, Ont., where his father was a well-known contractor. When John Piggott worked with him in the early days his principal occupation was matching flooring by hand, which is quite different from today. Mr. Piggott took an active part in military affairs at that time and was instrumental in organizing the Woodstock Fusiliers. After leaving Woodstock the family settled on a farm near Thedford, in Lambton County, where they erected a log home, hewing the timber by hand. They cleared the farm and at odd periods worked at contracting. In 1869 John Piggott moved to Chatham and started in the lumber line with two men, a teamster, a helper and himself as the staff. Walter T. Piggott assumed the management of the business in Chatham in 1892, but since 1911 has been devoting all his attention to the Windsor end, which was purchased from W. G. Nutson, many years ago, the firm taking over the entire holdings in the lumber and planing mill, while for several years Percy G. Piggott has been manager of the Chatham plant and yard. The firm handle everything in the line of wood goods that is required for the smallest home to the largest mansion. Planing mills are operated in both Chatham and Windsor. They employ a large staff, have neat and well equipped yards, dry kilns and sorting and shipping facilities. At Windsor the company have their own water frontage and in Chatham they own a wharf for receiving supplies by boat.

Death of Noted Driver of Timber

After having been in declining health for several years Donald Hugh McDonald, once one of the men of strongest physique in Eastern Ontario, passed away recently in Arnprior, Ont. For more than a generation Mr. McDonald was known from Quebec to the north waters of the Ottawa River as a man of more than ordinary capabilities in the woods and on the river. For the past few

years he had suffered severely from heart trouble, induced by bronchitis and asthma. Since 1915 he held the office of government slide-master in Arnprior.

Deceased was born in the township of Lochiel, Glengarry county, 76 years ago; in the summer it was his custom to till the soil on his father's farm and in the fall he came to Arnprior to spend the winter in the lumber camps. At the age of 18 years he located in that town and his proficiency on the river and in the woods soon earned for him the position of foreman on the Kippewa, Bonnechere, Madawaska and Black rivers, at different times; in fact until he was forced by failing health to retire a few years ago he continued in the service of the McLachlin interests, one of their most loyal and must trusted employees.

About 30 years ago he conducted a sawmill at Sand Point, but not for long; he preferred the camp and the woods and the companionship of the river. The deceased leaves a wife, one son and one daughter, all residing in Arnprior.

B. C. Exporters Form Strong Association

The Imperial Government having placed an order for seventy million feet with British Columbia for railway sleepers, crossing timbers and other requirements, all the representative mills in the Pacific Coast province located on and contiguous to the seaboard have joined together and formed the Associated Timber Exporters of British Columbia, Limited, with a capital stock of \$200,000. J. D. McCormack is president of the new organization and R. H. H. Alexander, secretary-treasurer. The directors are F. R. Pendleton, W. W. Harvey, H. J. Mackin, J. O. Cameron, B. Ferris and E. C. Knight. The corporation will take over and handle the seventy million feet order, by accepting the whole consignment and then apportioning it out among the individual mills, according to their various capacities and desires to participate. It is expected that all the plants in British Columbia, which are in a position to engage in the export business, will enter into a contract with the new selling organization to dispose of their output to the foreign trade. By so doing the Associated Timber Exporters will be able to undertake any size contract for prompt loading and prices will necessarily be stabilized. It is now felt that the prospects of the Coast mills being able to cater successfully to overseas demands are very bright by reason of the concerted action of the manufacturers to extend the export trade and stabilize the market.

In connection with the order, which was placed by the British Timber Controller and is understood to be the last purchase of that official, it is learned that a large quantity is for railway sleepers, fir, 5 x 10 x 8.6, and that the figure is \$23.50, f.a.s. Vancouver; 20,000,000 is to be merchantable timber, small sized dimension and common boards, all fir. The figure for merchantable timber is \$25 base f.a.s. Vancouver and for common boards and small dimension stock \$20 f.o.b. mill.

J. B. Mackenzie, of Georgetown, Ont., who is secretary-treasurer of District No. 6 of the Ontario Retail Lumber Dealers' Association, was in Toronto recently attending the fifteenth annual meeting of the Canadian Association of Coal Dealers of which he is a member.

What Improved French River Route Will Do

In Providing Water Borne Traffic for Lumber, Pulpwood and Paper—Some Comparative Freight Charges Which Show Big Saving

A compilation from the records of the crown timber agencies of the district shows that 1,000,000,000 feet of red and white pine timber has been taken off the waters tributary to Lake Nipissing within the past twenty-five years. It is believed that the present estimate of 3,500,000,000 feet of the timber yet available by drive and rail to Lake Nipissing, on the territory we set forth as tributary to French River waterway, including Timagami Forest Reserve, unsold crown townships and berths now under license, is a conservative estimate, says a recent statement.

On the waters of Lake Nipissing, of the French and of the Pickerel, and the territory immediately adjacent thereto, all available for cheap barge transport, there are 150,000,000 feet of good hardwoods, principally birch and maple, suitable for flooring and furniture making, which the settlers (many of them in the Parry Sound district living twenty to thirty miles from a station) cannot haul to the railway, for, after logging and hauling, the railway rate is not low enough to move this economically for export.

On those portions of the French, of Lake Nipissing, and more especially the Pickerel, on territory which is totally without rail transportation, there is unquestionably the largest supply of standing hemlock tie timber in the province of Ontario to-day. This section of country has been carefully cruised, and there are 15,000,000 ties available, and ties are urgently needed by our electric and steam railways to-day.

Good basswood exists in large quantities, but no bulk estimate is available, none ever having been actually made.

Saving Per Thousand on Lumber

Northern Ontario, north of North Bay, is the main source of supply for cedar poles for Hydro-electric throughout the Lake Erie, Ontario, Niagara section, and for the Bell Telephone Company and projected Hydro radials. Barge movement on ties, etc., would cost approximately one-third of the rail rates on the Grand Trunk Railway.

The average cost per thousand on lumber by barge from Georgian Bay ports to Detroit and Tonawanda wholesale market is \$5 per thousand, or an average of 14 1/3 cents per cwt. The average rail rate from Cache Bay and Callander mills on Lake Nipissing to the wholesale markets of Tonawanda and Detroit is 20 1/3 cents per cwt., being a saving by water-borne shipment of 6 cents, if Georgian Bay ports are used as a comparison. A saving of 5 cents per cwt. would be a fair comparison, however, due to the fact that the barges will be a longer time in transit from Lake Nipissing.

At 3,500 lbs. to the M. feet, this saving would be \$1.75 per M. Assuming that 80 per cent. of the foregoing estimate of standing white, red and jackpine lumber were exported (the balance being used locally), then the saving on water-borne traffic, either through a water shipment or a water-borne competitive rate on the Grand Trunk and C.P.R. (the National has no southbound line, except via Capreol), would be \$5,000,000 in favor of the waterway.

Saving on Pulpwood, Pulp and Paper

It is on pulpwood products, however, that the greatest visible saving from water-borne traffic is apparent. The timber is growing above ground, and from years of experience it can be estimated and computed, differing therefore from the mining tonnage, such as iron, copper and other minerals, which, although benefited by the waterway, will only show the benefit of water-borne traffic when their tonnage development is made possible by cheap water-borne coal, assisted by cheap power, such as will be developed at the three locks, totaling 70 feet head.

The area to be benefited by water-borne traffic is at least 24,000,000 acres. Northern Ontario, north of North Bay, along the T. and N. O. and the Transcontinental east and west of Cochrane, is a pulpwood country. If the average cut per acre is put at 1 1-2 cords this would mean 36,000,000 cords of wood, which will yield at least 20,000,000 tons of paper.

Chicago money is mainly interested in the big Abitibi mill and the Mattagami mill, and due to the fact that Chicago and Middle West offers the most remunerative markets, the movement of paper from the area to be benefited is mainly to Chicago.

The rail rate on paper to Buffalo from Lake Nipissing (Sturgeon Falls mill) is 22 1/4 cents; the Detroit rate, 24 1/2 cents, and the Chi-

cago rate, 29 1/2 cents. There is no great lakes tariff published on paper, because individual arrangements are made, which depend on the location of the mills, because this governs the boat load factor. In normal years the Soo paper mills carried paper to Chicago by chartering a boat for the season at a cost of 5 cents per cwt. When Port Arthur mills start shipping, their water rate to Chicago would likely be a 10-cent rate.

The Low Rate on Coal Transport.

Coal transport to North Bay will cost one-fifth of the present rail rate, but coal is admittedly totally different from paper, in that it is more easily taken out as a cargo, and more easily discharged. Let us then be absolutely fair, and say that the lake rate to a paper mill on the shore of Lake Nipissing (which is the point where we are comparing the rates) would be one-half of the present average rail rate to the point where this paper is moving today, and put the cost of 14 cents per cwt., or \$2.80 per ton. Allowing 30 cents for wharfage and handling, let us lower the figure to \$2.50 per ton, which is surely low enough to avoid criticism.

The 20,000,000 tons of paper will not, however, move out water-borne, and this is due to the close season of navigation, as well as to Canadian demand and shipment to points not having lake rate or lake and rail rates or lacking connecting facilities.

If we say that 50 per cent. of this paper will be shipped water-borne, we will find that this is exactly what will happen, although the Abitibi Power & Paper Co. say they will ship 75 per cent. The saving, therefore, on the 10,000,000 tons of paper at \$2.50 per ton, will be \$25,000,000. This figure looks large, but it must be remembered that four-fifths of the province of Ontario lies north of the French River, and Lake Superior, and that the particular area benefited is much larger than the whole province of New Brunswick; is twice the size of Nova Scotia, and eighteen times the size of Prince Edward Island, but unfortunately it is not surrounded by a great lakes system, like older Ontario, an Atlantic, like the seaboard provinces, or even an improved St. Lawrence river, such as flows through the centre of the province of Quebec.

This waterway will, however, bring the great lakes up in as close to that great section of country along the T. and N. O. Railway, and Cochrane and the Transcontinental as is possible, because it brings water-borne traffic to the terminals of the Ontario government T. and N. O. Railway. The average haul of the Abitibi, Mattagami, Kipawa Fibre and Sturgeon Falls mills would then be 160 miles to reach great lakes shipping, where traffic increased 540 per cent. in ten years prior to the war.

What the Boats Will Carry

Although only 50 per cent. of the exports of these mills have been computed, yet undoubtedly 80 per cent. of their imports (which are mainly coal) will come in by boat shipment. The present coal rate from Buffalo to North Bay is \$2.40 per ton. The boat rate from Cleveland will be slightly under, or over, 50 cents per ton.

Coal for lake movement, from No. 8, Ohio field, or the Pennsylvania field, costs 35 cents per ton less to Cleveland than to Buffalo or the bridge, for all rail movement north of these mills.

It is clearly evident, therefore, that coal will cost \$2.25 a ton less to North Bay by boat than by rail. Allowing 25 cents per ton for the difference of the local rate from North Bay as compared to that part of the through rate, Abitibi mills, now using 60,000 tons of coal per year (and 100,000 next year, when the plant is completed), will save \$200,000 per year. The Mattagami mills, 40 miles from Cochrane, will save \$80,000 per year, and beyond any doubt the total import saving to the four mills now erected (includes Kipawa Fibre Co., two others are contemplated, one at the Quinze Falls on the Ottawa, opposite Haileybury, and another at Spruce Falls, on the Kapuskasing), will be \$400,000 per year.

Assuming the average life of these mills at 25 years, in order to be low enough, the total imports savings will be at least, \$100,000,000, making the total value of the waterway to Northern Ontario pulp products \$35,000,000.

It may be claimed that the direct benefit of cheap transport would not be to the settler for his wood, but rather to the mill owner, but it is clearly evident that the mills of the district will have to meet the competitive figures that the settler could obtain if his wood

could go out by barge shipment to Canadian and American mills on the great lakes, and we feel that this, therefore, disposes of this contention.

Settlers' Export Wood

Settlers exported 63,207 cords of pulpwood from this section last year, but prior to the war settlers' wood from the Cochrane section of the "National" could not complete at Erie and Niagara mills with wood water-borne from Knife river section of Minnesota between Fort William and Duluth; nor could they compete with wood from Anticosti Island to Thorold, Niagara and Erie mills via water, because these boats always loaded Erie coal for Montreal and Quebec. Under regulation this Anticosti wood should have gone to Quebec mills. Nova Scotia coal found its market in Montreal, and settlers' wood has gone to Ontario mills. Another instance of Northern Ontario's need of marketing pulpwood more cheaply via water is that Norway and Sweden sent both pulpwood and sulphate pulp to Niagara mills in quantity, boats taking coal back from Erie to Montreal and commodity ocean cargo from there to foreign ports.

This total value of the waterway to the forest products in the area benefited during the next 25 years will be at least \$26,000,000, which, after all, is only equal to the exports alone from this benefited area last year, which amounted to \$25,665,461.

The remedy for the great national economic waste which will, within the next 50 years, be paid out in rail haul transportation certainly does not lie in rates being regulated by the railway boards or interstate commerce commissions—at least not to any extent—it lies absolutely and solely in an improved French River waterway to provide water-borne traffic for these bulk commodities that the railways cannot move at cheaper rates.

Logging Conditions Were Good in Most Sections

In its monthly review of lumbering conditions the Labor Gazette, Ottawa, in its last edition, says: Westville reported great activity in the lumber business during the whole month, a heavy snowfall having facilitated the transportation of logs, etc. Charlottetown reported that the saw and shingle mills had an active month. Quebec and Sherbrooke reported that conditions were very favorable for getting out lumber and that a large number of men had been employed in this work. Ottawa reported that the sawmills were busy and that the camps of the district were very active. Peterborough reported that there were big gangs of men in the camps, but that difficulty was anticipated in getting the logs out due to the shortage of snow. Port Arthur and Fort William reported that bush work in the tie, pulp, cordwood and lumber camps had been very active and that more men were wanted than the two cities could provide and that many men had been sent in from outside points. Prince Albert reported that the lumber camps were still busy and would need all the men they could get for a little while longer. Calgary reported a demand for men in the lumber camps and sawmills. Fernie reported that there was practically no change in conditions which prevailed in the previous month. Operators complained of the lack of orders and of the weather conditions, which have been such that even carrying on limited logging operations have been very difficult. Vancouver reported several hundred unemployed loggers in the city. The sawmills were not very busy. New Westminster reported that sawmill work was rather slack and some of the smaller mills were shut down. Shingle mills ran about normal, with a good demand for shingles. Nanaimo reported that the logging camps were quiet, but that the sawmills ran steadily. Victoria reported that the lumbering industry continued active, although the logging industry fell off during the month.

The New Housing Regulations Explained

Regulations under the Ontario Housing Act, which became law recently, have been promulgated by Mr. J. A. Ellis, Director of the Bureau of Municipal Affairs, Toronto. These provide that in a municipality which has building by-laws all houses shall be erected in accordance with the restrictions, provided that the minimum requirements regarding general provisions and housing standards of the Province shall take precedence over the provisions of the building by-laws of municipalities where such provisions fall below the minimum requirements and housing standards of the Province. It is also provided that a house erected under the provisions of the Act shall not be converted into a store or used for any purpose other than a dwelling, except with the approval of the Municipal Housing Commission.

Special regulations had to be made for farmers who desire to avail themselves of the Act, as they may borrow direct from the Government, and not through the Municipal Commissions. Before making application to the Director for a loan a farmer must designate and set aside a piece of good agricultural land, not less than one acre in extent, immediately adjacent to the proposed dwelling house, for the use of the occupant of such dwelling house. Plans, specifica-

tions and an estimate of the cost of construction must be submitted to the Director for approval.

A farmer obtaining a loan must give a first mortgage on the whole of his farm to the Commission as security. With the approval of the Director, however, such mortgage may be given upon part of the farm. Likewise, with the approval of the Director, a second mortgage may be given upon the whole farm.

The mortgage must contain covenants by the farmer to keep the house in repair and to pay taxes and other rates of insurance.

Will Benefit By the Housing Act

Thirteen municipalities have passed by-laws to enable them to take advantage of the provisions of the Ontario Housing Act. They are: Windsor, Sudbury, Galt, St. Catharines, Fort William, Saulx Ste. Marie, Ingersoll, Sandwich, Hespeler, Port Dalhousie, Madoc, Oshawa and Port Credit.

Municipal Director Ellis estimates that the loans required by these municipalities will aggregate from \$4,000,000 to \$5,000,000. He expects that over fifteen other municipalities will come under the provisions of the act within a month and that about sixty municipalities will be operating under it by June.

The Replanting of Ontario Forests

John Robertson of Brantford, Ont., in a letter to the press, calls for a vigorous policy of tree planting in Ontario, and thinks private owners could do a great deal in this direction. He says: Let me give you one instance of what was done by a private landowner in North Wales. After the demobilization of the British army which succeeded the battle of Waterloo, Sir Robert Vaughan of Narmian Dalgetty put the discharged soldiers of his regiment to plant a steep hillside with larch. This great wood, which lay near the popular watering place of Barmouth, was well known till thirty years ago by travelers on the Cambrian Railway. In the centre of it he had planted the date of the planting, 1818, in dark firs, so that it was visible for miles. His descendant felled the trees about 1890 and reaped an abundant harvest. One of the frequent travelers on that line was Mr. D. Lloyd George, and he must have had this forest in mind when he obtained from the British Parliament a grant for the replanting of waste lands some years ago.

Now there is a magnificent opportunity to employ our discharged soldiers in the same way which will serve two purposes. The county of Grey has a magnificent terrace of a million acres about seventeen hundred feet above the sea. It is the source of all the great rivers of western Ontario. The snows are driven in from Lake Huron and in recent years lay to a depth of twenty feet in the magnificent forests of elm, tamarac, pine, maple, etc., which covered those lands fifty years ago. In the adjoining county, near Maple Valley, I remember magnificent maple trees of fifty feet and upwards in height, which still remained twenty-five years since as relics of the forest primeval. Now the forest is all gone, the rivers are drying up and the soil is being washed away, because the snows are swept over the summit, and suddenly melted in disastrous floods, instead of being retained long enough to fill that magnificent natural reservoir, the Artemisia gravel bed, which starts in the centre of county Grey and sends one spur down to Brantford. This gravel bed is the chief source of the Grand River, and supplies all its feeders and springs with water all through our torrid summer, but it is being robbed at the source of the pure water which should save us from our scourge of periodic deadly epidemics due to our sewage-tainted supplies of river water served out to the cities of the Grand River Valley by the consent of the Provincial Health Board.

Now the Province of Ontario is the community which should tackle the job of replanting the forests of county Grey at once by making a Provincial park on the Blue Mountains, at the source of the Grand, the Mad River, the Beaver, the Sydenham, the Saugeen and the Rocky Saugeen. The Thames is also fed from the same source.

Give the returned soldiers work by planting an enduring monument to our great victory, like Sir Robert Vaughan did in Wales a century ago. As an illustration of what might be done we have in Brantford a magnificent elm planted by his homestead about 1830 by our pioneer, Mr. John A. Wilkes. It is 10 feet 6 inches in girth four feet from the ground, and fifty feet high. It runs twenty feet up without a limb. Near there on the site of the old Congregational Church, is a maple which exceeds 9 feet in girth, probably planted by the same gentleman after the church was built in 1836. If replanting were to become the fashion tree lovers like Mr. Wilkes would repair the slaughter of the last century by covering Ontario with woods and forests wherever waste lands, corners and steep hill sides cry out for them. We of this generation have no right to foul rivers and streams with sewage or to leave deserts and swamps to our children to breed malaria as the Turks have blighted Mesopotamia and other lands, but we are doing just that like careless spend-thrifts or decadent nations in the East.

Thoroughly Believes in Organization

Robert Oliver, Chairman of District Seven, Has Progressive Ideas in Conducting Retail Lumber Business



Robt. Oliver, Listowel, Ont.

"I am glad to see the lumbering industries organizing. I am a great believer in organization and feel that an untold amount of good-will can be derived from these organizations if they are carried out in the right spirit. It is an inspiration and an education to any dealer or mill-man to be present at our meetings. They are instructive and you get the other fellow's ideas. The other fellow is a lumber dealer or mill-man like yourself and up against the same troubles that you are and surely these are the ones with whom we want to meet often and talk things over. Give the other fellow your views and in general the sessions will be helpful to all."

So spoke Robert Oliver, manager of Robert Oliver, Limited, Listowel, Ont., who was recently elected chairman of the newly

formed district No. 7 of the Ontario Retail Lumber Dealers' Association at the meeting held last month in Strtford. Mr. Oliver has been in the lumber and builders' supply line for the past nine years, doing business exclusively in the town of Listowel and surrounding district, in which he has built up a large connection. He carries a complete stock of hemlock, dressed pine, B. C. siding and flooring, and also shingles, lath, mouldings, doors, sash; in fact, practically everything required in structural work with the exception of hardware. He also handles coal and cement.

In a recent interview he said that the lumber end of his activities was the part in which he took the most interest as he has always been fond of the forest and wood products, and he added, "I make a study of the different trees, their uses, etc., and being a member of the Canadian Forestry Association, I take particular pride in the preservation and care of the forests. The future demand is going to be enormous and Canada must supervise and improve her methods of cutting and very possibly limit the yearly cut in the interest of coming generations. Canada must protect her forests from fire by the wise expenditure of money in guarding and supervision. She must set herself diligently to the task of afforestation. If these conclusions are just, can we not all get together, governments, municipalities, timber owners, all thoughtful units of citizenship, to conserve and perpetuate so indispensable and valuable an asset of the Dominion."

In regard to charging for delivery of supplies beyond the corporate limits of the town, Mr. Oliver states that he seldom makes such deliveries as he finds that a man could make several trips around Listowel while he would be making one out in the country, and that while he (the retail lumberman) would be endeavoring to accommodate the outsider, he would be losing business close by. It is Mr. Oliver's intention, however, to do a certain amount of outside delivering as he is thinking of purchasing a motor truck for this purpose. As yet he has set no fee for outside cartage.

Regarding the practice which some dealers still follow of giving a special discount to contractors, he has found that this does not prove successful. The only concession that he allows is where a contractor is prepared to hand over the cash with order and then a discount is extended. Mr. Oliver feels that there is no real advantage in giving special consideration to a customer who will buy in large quantities and have it booked for some time against a patron who purchases in smaller lots and pays his money when ordering. With respect to terms of sale Mr. Oliver states that he finds it difficult to work on any set hard and fast rule owing to his business being of such a variety. The coal department is practically cash, but, with the lumber, a great deal of it is settled for as the building in which it is used progresses. Otherwise, on all accounts of thirty days' standing seven per cent interest is charged until paid. Mr. Oliver has been in the practice of sending out leaflets and other advertising literature to prospective builders and the results are satisfactory.

The annual meeting of the Millwork Cost Information Bureau will be held at Hotel LaSalle, Chicago on Wednesday, April 23rd, and a general conference on mill work industry will be held on April 22nd.

Want French Waterway Connected

At the annual meeting of the Ontario Associated Boards of Trade, held in Toronto, an important resolution was passed reaffirming one passed in 1912 supporting a project for the development of the French River waterway, connecting Lake Nipissing with the Great Lakes, and urging the Federal Government to make provision for the commencement of the work in the 1919 estimates.

A. J. Young, of the Young Lumber Co., North Bay, estimated that 3,500 h.p. could be developed in three locks and claimed that the sale of the power to Northern Ontario industries would pay the interest on the cost of construction, estimated at eighteen millions.

It was pointed out by Cyril T. Young, of the Eastern Land Department, that the waterway would give the C. N. R. the shortest possible grain route to Montreal and the seaports.

Present Amendments to Lien Act

It will be remembered that a deputation from the Ontario Retail Lumber Dealers' Association, some time ago, had an interview with Sir William Hearst, premier of the province, and Hon. I. B. Lucas, attorney general, in regard to several matters in connection with the Mechanics Lien Act. It was pointed out that the Act as it now exists, was not complete and protective enough in its various features, and several changes were desired. The Premier stated that owing to the extra amount of work during the present session, it would be impossible to put through a new Act, but if the O.R.L.D.A. would draw up memoranda outlining the important amendments they would like to have passed by the legislature during its present session, the matter would be given every attention. Accordingly, the Committee on Legislation, along with the secretary, have been exceptionally busy and have drawn up a draft bill which was forwarded to Major J. I. Hart, M. P. P., lumberman of Orillia, who already has brought the matter to the attention of the government. The proposed changes will be outlined in the next edition of the "Canada Lumberman." In the meantime a special committee of the House has just been appointed to consider all amendments with a view to bringing in an entire new bill next session.

Many Changes in Picton Lumber Yards

During the past few weeks frequent changes have taken place in the lumber situation in Picton, Ont. For some time past that town has had only one retail dealer, W. H. Dayton. A few weeks ago D. C. Head started a yard, shortly afterward taking as a partner in the business Joseph W. Whattam. Last week brought another development in the purchase of Mr. Rolston's interest in the Hyatt & Rolston firm by George Hart, of Toronto. Hyatt & Hart will add the lumber business to the other lines carried by this firm during the past years. Now an announcement is made that Hyatt & Hart have bought out Head & Whattam and will operate lumber yards in the old Hyatt & Rolston stand at the harbor and also at the Gilbert premises near the station, recently occupied by Head & Whattam. Mr. Hart is a partner in the wholesale lumber business of Hart & McDonagh, of Toronto, which connection he retains, as the business in Picton will be looked after by Mr. Hyatt. Mr. Hart is a former resident of Picton.

Their Hardwood Stock is Very Light

Sutherland-Innes Co., Ltd., Chatham, Ont., write that their output of hardwood and basswood logs last winter was very light and they will not have very much of this kind of lumber to offer during the coming season. While prices are attractive, there is not a great deal of lumber to offer. The firm add that they find the "Canada Lumberman" very interesting and timely reading.

Erecting New Sawmill at Bancroft

Denison & Gunter have erected a new double cut band mill at Bancroft, Ont., and will cut about two million feet this season. The firm report that the Massey-Harris Co., of Toronto, have purchased No. 1 common and better grade of all hardwoods, and also all ash, basswood and elm of this season's cut. Denison & Gunter add that some of their spruce logs are over two feet in diameter and seven twelve foot logs have been cut from single trees.

An optimist is one who hopes; a pessimist one who doubts, and a "peptimist" one who gets. That is what a recent shingle conference was told during a talk on "pepticism" by the sales manager of a raisin company—which suggests the desirability of unfolding outside talent occasionally at a lumber convention. The new word is sufficiently valuable to be retained, especially in the lumber industry, which always had a good deal of the quality which it stands for.

Personal Paragraphs of Interest

Milton L. Dake, of the Berry Lumber Co., New York, who has been some weeks in British Columbia on business, spent a few days in Toronto recently on his return from the West.

Frank W. Gordon, of Vancouver, who has been for several years in charge of the Vancouver branch of Terry & Gordon, Toronto, where he has been succeeded by Allan S. Nicholson, late of Burlington, Ont., has arrived in Toronto and is now attached to the head office of the concern, being placed in special charge of the British Columbia forest products department of the firm. Mr. Gordon's many friends in the East are pleased to welcome him and are congratulating him on the step that he has just taken in joining the ranks of the benedicts. Previous to leaving for the East, he was married on March 8th to Miss Dora Lang, of Winnipeg, who has for some time been making her home in Vancouver.

A. N. Dudley, of Toronto, has disposed of his interest in the Elbow Lake Lumber Co., of Elbow Lake, Ont., to P. W. Herron, of Burwash, Ont., which firm will saw a considerable quantity of red and white pine this season. Mr. Dudley, who is still a member of the firm of McPherson, Dudley and Imrie, reports that they are operating a portable mill at Rose Grove Siding, Ont., stop 156½ on the T. and N. O. railway and will cut about a million feet of white pine and spruce this spring.

Lieutenant Frank Hutcheson, second son of R. J. Hutcheson of the Muskoka Wood Manufacturing Co., Huntsville, Ont., who enlisted with the R. N. V. R. and has been three years on the North Sea, returned home recently and intends resuming his connection with the lumber business. Lieutenant Hutcheson while abroad was in the Imperial service and when he left was Navigator and First Lieutenant on H. M. S. "Kildwick." His brother, Captain B. W. Hutcheson, who went overseas in charge of 750 men of the 230th Forestry Battalion early in 1916, was invalided home owing to a nervous breakdown some months ago. While in France, Captain Hutcheson had charge of a large number of men and several saw mills, and did remarkably good work.

A. J. Currie, who was formerly manager for Wilson Bros., Collingwood, Ont., has taken a position with the Collingwood Steamship Co. and has entered upon his new duties.

A. E. Clark, of Toronto, returned recently from spending a few days at Wenlock, Vermont, where the Jones-Webster Corporation (of which Edward Clark & Sons of Toronto have controlling interest) have started sawing and during the coming season will cut about seven million feet of birth, spruce and hemlock. The capacity of the plant is about 50,000 feet a day, and the mill will operate the full 24 hours.

Duncan McLaren, of the Union Lumber Co., Toronto, who, along with his wife, has been spending some weeks in Florida, has returned home.

R. H. Fusee, of the Fusee-McFeetors Co., Limited, Neepawa, Man., who has been ill for several weeks, is improving and will soon be around again.

Gerard Power, president of the Canadian Lumbermen's Association spent some time in New York after attending the annual meeting of the National Wholesale Lumber Dealers' Association in Philadelphia.

J. I. Bennett, of the Bennett Lumber Co., Ltd., Montreal, who recently departed for England, has been on a visit to France, Belgium and Italy.

Edward Clark, of Edward Clark & Sons, Toronto, has been confined to the hospital for the past few days with heart trouble, but is now making good progress toward recovery.

Alex T. Robson, director of sales for the Nicola Valley Pine Lumber Co., Canford Mills, B. C., was in Toronto recently on his way east on a business trip.

Hon. G. G. King, of the King Lumber Co., Chipman, N. B., who recently had the misfortune to fall on the ice in Ottawa, was confined to his room for some time, but is now able to be around and attend the sessions of the Senate.

F. E. Hollingsworth, of the Corrigan Lumber & Mill Co., Sault Ste. Marie, Ont., spent a few days in Toronto recently calling upon the wholesale and retail trade. He is a live member of the O. R. L. D. A.

Wm. Power and J. G. Levy, of W. & J. Sharples, Quebec, have returned from their visit to the old country, Mr. Power spending a few days at Atlantic City before returning to Quebec.

D. O. Wood, for 18 months assistant to the director general of the British Ministry of Shipping at Montreal, has been appointed traffic manager of the export and import department of the Canadian

National Railways. He will have general supervision of export and import traffic and of arrangements made for the transportation of such over the C. N. R. via Atlantic and Pacific coast ports. His office will be in Toronto. Mr. Wood began his railway work with the Grand Trunk in 1883.

E. H. Lemay, of Montreal, was a recent visitor to New York on business.

E. M. Barrett of Ottawa, who is a director of the O. R. L. D. A. for the Eastern district, was in Toronto lately on a business visit.

Hon. J. J. Donnelly, Pinkerton, Ont., left recently on an extended business trip throughout Alberta.

E. R. Bremner, of Watson & Todd, Ltd., Ottawa, is spending a short holiday in Atlantic City.

William M. Donogh, a well known lumber traveller, who resided at 102 Clinton St., Toronto, died on March 30th after suffering for many years from bronchial asthma. He was in his 57th year and was born in Mono township but has resided nearly all his life in Toronto. He was a member of Zetland Masonic lodge and Queen City lodge of Odd Fellows. John Donogh, of Toronto, who is a widely known lumberman and has been ill for many months, is a brother of the deceased, while one sister, Mr. Greatrix, of Peterboro, also survives.

L. A. DeLaplanche, of the Canadian Wood Products Co., Limited, Toronto, has returned home after spending several weeks in Florida.

Robert Thompspon, who is well known in Atwood, Ont., has gone into the retail lumber business in that village and has put in a well assorted stock.

Alex Read, of Read Bros, Limited, Toronto, has gone on an extended business trip to the mills on the Pacific Coast.

R. G. Chesbro, of Toronto, who represents Allen-Stoltze Lumber Co., left recently on a business trip to the Pacific Coast, where he will inspect several stocks of cedar, spruce, pine and fir which have been put up for eastern customers.

R. F. Carter, secretary-treasurer of the Fesserton Timber Company, Toronto, has returned home after spending the past few months at Palm Beach, Florida, for the benefit of his health which is greatly improved.

Resigns From Forest Products Laboratories

Dr. John S. Bates, who for several years has been superintendent of the Forest Products Laboratories in Montreal, has resigned and taken an important position with Price Bros. & Co., of Quebec, where he will specialize in chemical engineering in connection with wood products. Dr. Bates, who has been chairman for some years of the Technical Section of the Canadian Pulp and Paper Association,



Dr. J. S. Bates, Montreal
Retiring Supt. Forest Products Laboratories

has always taken a deep interest in research work. A review of what has been accomplished at the laboratories and the analyses and treatises that have been issued in the interest of the lumber industry recently appeared in these columns. Dr. Bates has also directed much work that is of interest and practical benefit to the pulp and paper industry. Many friends will wish him every success and encouragement in his new sphere of operation. To the Imperial Munitions Board he rendered excellent service during the war in certain electro-chemical products manufactured at Shawinigan Falls, Que.

Canada Loses Large Export Order

Indifference of Federal Authorities Regarding Excessive Freight Rates Alleged to be Cause

Canada, as represented by the Canadian Timber Products Association, has through a series of peculiar if not unique developments in connection with which the name of Sir Thomas White acting Prime Minister in the absence of Sir Robert Borden, is mentioned, lost (presumably to the United States) its first overseas order for portable houses, amounting in value to \$6,000,000.

Such information was given to the Ottawa correspondent of the "Canada Lumberman" during the first week of April, by an authoritative source from one intimately connected with the Canadian Timber Products Association.

The high lights of the Situation are just these. Canada secured the order in competition with Sweden and the United States, subject to acceptance by the members of the Canadian Timber Products Association. On receipt of the order when it was found that the ocean freight rate was around seventy-five cents per cubic foot, representations were made to Hon. A. K. MacLean, acting Minister of Finance, to secure a better or lower rate. No satisfaction was secured.

Since then efforts have been directed mainly to Sir Thomas White both in the form of the representatives of the association seeking personal interviews with him, and through letters, and the result is they have been turned down. The representatives were not even able to get an audience with the acting Prime Minister, their letters sent some time later, remain on the date of writing unanswered, and even the enlisting of the services of Mr. Frank Hawkins, secretary of the Canadian Lumbermen's Association, have so far been unavailing.

In addition cable advices received at Ottawa during early April were to the effect that Mr. A. G. Rose who was successful in securing the big order for Canada overseas had sailed for home, for reasons which at present remain unstated. There is a possibility that he may return to England or France after he returns to Canada.

The opinion expressed by a member of the association to the "Canada Lumberman" was that the "United States lumbermen would grab at the chance of securing the order, accept it, and take a chance of fighting the ocean freight rates afterwards."

Apparently there is a good deal behind the scenes which has not yet become known, or has not yet even been given out for trade publication.

The whole situation so far as known as presented in skeleton form is as follows:

(1st) Canada got its first overseas' order for 10,000 portable houses with an estimated trade value of \$6,000,000.

(2nd) The building and manufacturing of these homes would have consumed several million feet of lumber, and given employment to several hundred if not thousands of men in woodworking plants in Canada for many months to come.

(3rd) Had it been filled it would have opened up a new and favorable advertising phase in Europe for the Canadian woodworking industry.

(4th) The ocean freight rate on investigation was found to be seventy-five cents per cubic foot, as compared with fifty cents per cubic foot, shipping from the United States.

(5th) More tonnage was available to the United States than for Canada.

(6th) Representations by members of the Canadian Timber Products Association were made to the acting Minister of Finance, Hon. A. K. MacLean. He did not see how the ocean rates could be reduced at that time, or give any assurance or support to the representatives that the government would intervene on their behalf.

(7th) It was reported the shipping companies preferred to handle flour and grain in preference to "portable house" cargoes.

(8th) The acting Prime Minister, Sir Thomas White, did not grant an interview to representatives of the association when they recently called upon him, even going in a sense over Hon. A. K. MacLean's "head." The representatives got as far as his secretary and stopped there.

(9th) Later after attempts had been made to secure a personal interview with the acting Prime Minister, letters were written by practically every member of the association to the acting Prime Minister, and during the first week of April had not been replied to.

It is said A. G. Rose, of Ottawa, who has represented the association overseas, has sailed for home.

The Canadian Trade Commission announces a new ruling under which it will be possible to resume exportation of wood pulp to Mexico. Owing to conditions arising out of the war, both Canada and the United States were obliged to exercise extreme caution as to permitting the exportation of any paper-making materials. The relaxation is being made simultaneously in both countries.

What News Print Business Means to Canada

During the week ended March 15th last, there were exported from the Dominion to the United States 10,312 tons of newsprint out of a total production of 14,000 tons. Figuring this at the conservative average of \$70 per ton, involving settlements of \$721,840, the monetary advantage to the Canadian enterprises by reason of the exchange condition, basing the computation on a 2 per cent. premium for the funds, amounted that week to some \$14,400.

The pulp and paper industry, according to reliable statistics, through its exports to the United States, provides approximately \$200,000 in New York funds daily, so that with exchange on that city at a premium of 2 per cent.—to-day it ruled around 21/16—the advantage to the Canadian producers of these products from this source alone amounts to about \$4,000 per day.

The Spanish River mills are known to be shipping 2,500 tons of newsprint per week to the United States, there being a collection in the United States altogether of about \$175,000, showing a premium of about \$3,500 weekly. Abitibi is shipping approximately 1,000 tons of its weekly output of 1,300 tons to the States, thus participating in the exchange premium to some \$1,400 per week.

The yearly exports of the Laurentide Company in the way of newsprint amounts, it is understood, to nearly \$5,000,000.

Big Lumber Concern Still Branching Out

The expansion which is taking place in Canada's pulp and paper industry is apparently not to be confined to the big pulp and paper companies of Ontario and Central Quebec. With the completion of its 35,000-ton bleached sulphite mill at Edmundston, N.B., which began operations three or four months ago, Fraser Companies, Limited, are actively entering the pulp and paper field. It is understood that financing in connection with the new mill has been arranged with a prominent Montreal bond house.

Fraser Companies, Limited, are perhaps the oldest and biggest lumber firm in Eastern Quebec and the Maritime Provinces. They operate ten sawmills, and their timber limits cover nearly 2,500 square miles. An annual production of 100,000,000 feet of lumber and 150,000,000 cedar shingles is the record of the organization which is a closed corporation and has no bonded debts.

Lumbermen Decline to Cut the Price

The great conference on lumber prices which was to have been held in Washington recently at which Secretary Redfield's Industrial Board hoped to persuade lumbermen to concede a reduction of \$2 per thousand in the price, was not held, as the lumbermen refused to attend. Instead they sent word that they had said their last word, that they could not produce and manufacture lumber at lower prices than those now prevailing, and that there was no use of further conferences.

The President of the Southern Pine Association, the largest group of construction lumber men in the country, promised to submit the government's requests to his association at a meeting of the Grading Committee in Memphis, but would go no farther. The lumber industry is the second largest in America. This situation is a serious blow to the plans of Secretary Redfield.

Woodworkers May Cause Some Trouble

Prospects that there may be serious trouble ahead between mill capital and labor, culminating or coming to a head on May 1st, were apparently evident at Ottawa, during the first two weeks of April when it was known that the workers of the woodworking factories had organized, and there was also the apparently well founded ground for believing that "common" mill labor was also about to organize.

Though no definite claims have yet been advanced by labor to the mills or woodworking plants, they seem somehow to know or expect that the probable demands will be, and in their anticipation as it stood up to the second week of April, there was the prospect of the woodworking factories and probably the saw and planing mills shutting down, instead of starting upon May 1st.

The manufacturers and woodworking plants anticipate a request for shorter working hours and advance in wages. Difficulties on the part of the woodworking plants at present being lack of work, and with the mills a curtailed operating season, stand in the way of shortening hours and paying nine or ten hours wages on the existing scale, for an hour's less work each day.

The difficulties which face the woodworking plants this spring are distinctly new for the reason that an organization in the form of a union of inside factory workers has been formed, and has a present membership of around five hundred almost overnight. The workers in practically every woodworking plant in Ottawa have organized from upwards seventy-five to ninety per cent.

Box Manufacturers Form an Organization

At a meeting of the Wooden Box and Box Shook Manufacturers of the Maritime Province recently held at Amherst a special section representing that industry was formed to be affiliated with the Canadian Manufacturers' Association, Maritime Branch, and the following officers were elected:

Chairman.—Alex Wilson, Wilson Box Co., Ltd., St. John.

Vice-chairman.—W. H. Farnham, Canadian Wood Working Co. Yarmouth.

Directors.—J. L. Haley, Haley & Sons, St. Stephen; J. H. Irving, J. D. Irving, Ltd., Buctouche; D. W. Murray, Hansport Fruit Basket Co., Hantsport.

Secretary.—H. R. Thompson, Amherst, N. S.

Matters of interest to this important and growing industry were discussed such as standardization of cost keeping, providing positions



Alex. Wilson, St. John, N.B.
Chairman of Maritime Association of
Wooden Box Manufacturers

for returned soldiers, export trade and other subjects of like nature. Under the chairmanship of Alex Wilson, who is regarded by the trade as a live wire in the box business, they hope to make arrangements whereby Maritime Provinces will get their proper share of export trade, thus stimulating manufacturing and giving employment to a larger number of men.

Abitibi Paper Output for Year Sold

Only routine business was transacted at the annual meeting of the Abitibi Power and Paper Company, Limited, which was held in Montreal recently. One interesting announcement was made by the chairman, F. H. Anson, who stated that the company had sold its entire output for the coming year, and while its output is large, it was still behind with orders. Mr. Anson expressed great confidence in the future of the newsprint industry.

The retiring Board of Directors was re-elected, with the following changes and additions: Alexander Smith of Peabody, Houghtaling & Co., Chicago, replaced E. M. Milts, also of Chicago, and W. A. Black, vice-president and managing director of the Ogilvie Flour Mills Company, was elected to fill the vacancy caused by the resignation some months ago of Hon. George Gordon of North Bay, Ont.

The Part Timber Played in War

Brig.-Gen. J. B. White, D.S.O., Legion of Honour, was entertained at dinner by members of the Engineers' Club, Montreal, on Tuesday, March 25th. In addressing the members, Gen. White told of the immense work done by the Canadian Forestry Corps in France.

"Had it not been for the marvellous foresight of the French people in conserving and producing their forests, and then giving them for the national service the war would certainly have been lost," declared General White. "They had grown these forests with great care, and they were wonderfully productive, but they were at once given over for the national salvation. The lesson should prove of value to us, because some people think that our forests will never run out, but without sane conservation they will." The Canadians partly got even with the Germans in that they made the Hun prisoners clear up the forests after the trees had been cut up.

General White, in referring to the returned soldier, said that the vast majority of these were decent, capable men, who would take their place in ordinary work now their war days were over. But for

the nerve-broken, shell-shocked balance he made a call for patience, as it would be some time before they would be fit again for ordinary peace pursuits.

In speaking of the work of the Canadian Corps, General White paid a warm tribute to Generals Currie and Turner, as two of the outstanding figures in the British command. Currie, he said, was absolutely relentless in battle, but always careful to see that the lives of the gallant men under him were not uselessly wasted, while he always had a woman's heart for his losses when the fight was over. He hoped that Canada would never forget the gallant work achieved by these two commanding officers during the war, and their consistent care for the men of their command.

Will Erect Sawmill at Seguin Falls

A charter has been granted to the Blue Mountain Lumber Co., Limited, with headquarters in Collingwood, Ont., and a capital stock of forty thousand dollars with power to buy and sell timber limits, to operate saw mills and to carry on a general lumber business. The incorporators of the company are Oscar Hodgkins, lumberman, Osprey township, Grey county, Charles P. Little, lumberman, of Collingwood, and Joseph H. Lowry, lumberman, of Lindsay. The company will erect a mill at Seguin Falls, Ont., where they will cut birch, hemlock, spruce and pine. The Blue Mountain Lumber Co. have limits of some 1,400 acres of good timber. Although Charles P. Little, wholesale lumber dealer of Collingwood is a member of the new organization he will continue his wholesale business as formerly.

University Widens Its Scope to Lumbering

At a recent meeting of the Board of Regents of the University of Washington, the name of the College of Forestry was changed to College of Forestry and Lumbering. While the term forestry, when viewed in its broadest sense embraces lumbering, the work at the University of Washington has broadened out so as to cover practically every phase of the lumbering industry, and in this respect differs from practically all other forest schools. In addition to the work ordinarily covered in the forestry curriculum, Washington offers opportunities for specialization in general forest products, logging engineering, and the business of lumbering, the latter including new courses in milling and marketing. Expansion along these lines was necessary to meet the needs of the industry in the Pacific Northwest. The courses in logging engineering and forest products have now become thoroughly established and won recognition in the industry to the extent that the demand for the graduates, particularly in logging engineering, has far exceeded the supply. It is expected that the same will be true in the course covering the business of lumbering as soon as this becomes well established.

No French River Canal Yet

The building of a canal on the French River between Lake Nipissing and the Georgian Bay was urged in the House of Commons at Ottawa recently by Charles R. Harrison, labor member for Nipissing.

The Sudbury district, he said, was suffering for electric power, and 35,000 horsepower could be developed at the French River. The proposed canal would give New Ontario a lake port and greatly reduce freight rates upon imports and exports. It would also provide a new grain route from the west to Montreal. His resolution was lost when Hon. F. B. Carvell, Minister of Public Works, said he would not take the responsibility under existing conditions of "rushing into the expenditure of millions of dollars without knowing where the money was coming from."

Mr. Carvell said that there could be not more than 25,000 horsepower developed on the route. If sold at the maximum price of \$20 a horsepower it would net but \$500,000 a year.

"The country already has a big debt, and it would not be wise to add to it now."

"I have more faith in the Welland Canal, and the St. Lawrence route generally, than I have in the Georgian Bay scheme," he added.

A recent despatch from Vancouver says: To investigate lumbering conditions and import and export lumber markets, with a view toward opening up the big mills of his company in Barnet, is the object of the visit to this city of Alexander MacLaren, vice-president of the James MacLaren Co., Ltd., lumber manufacturers of Buckingham, Que., president of the North Pacific Lumber Co., at Barnet, and vice-president of the Middleboro Collieries at Merritt. If it is deemed advisable, Mr. MacLaren will upon his return advance the proposal of his firm of putting the old machinery of the mill, which has been idle for a number of years, into condition for operating. This decision will, however, depend largely also upon the settlement of international commerce as well as local conditions. The holdings of the company are extensive and so situated that the expense of operating is done on a greatly reduced scale.

Lumbermen Will Oppose Increase in Rates

An important conference was held in Toronto recently when J. E. Walsh, general manager of the Canadian Manufacturers' Association, A. Marshall of Commercial Intelligence Department and others met the Transportation Committee of the Wholesale Lumber Dealers' Association, composed of A. E. Eckardt, W. E. Bigwood and A. F. Clark, in regard to the proposal of the railways, so far as increasing their tariff on the stop over service is concerned. It is likely that as a result of the preliminary conference in Toronto, a session will be held in Montreal at which the representatives from the Lumbermen's Association and the Canadian Manufacturers' Association will meet the traffic managers of the various railways.

An outline of what the railway companies desire to impose upon the lumber manufacturers has already appeared in the "Canada Lumberman." The issue of February 1st contained on pages 31 and 32 a complete summary of the new restrictions and regulations which the carrying companies want to put into effect. In addition to many clauses which the lumbermen consider unjust, the railway companies wish to increase the stop over charge from the present one cent to two cents per hundred, and to raise the minimum charge per car from \$5 to \$8. There are also important changes sought in regard to the rearrangement of regulations under such headings as dressing, kiln drying, sawing and sorting.

Britain Will Buy More Hardwoods

An interesting visitor to Toronto recently was Ernest W. Tickle, of Tickle, Bell & Co., of Liverpool, Eng., who are specialists in hardwood flooring and hardwoods generally. The firm of Tickle, Bell & Co. are well known and have done some effective and original advertising in the English trade and other journals which attracted much attention. These "readers" were refreshing and bright, contained generally some humorous references and the climax drew attention to the stock service of Tickle, Bell & Co. Speaking of affairs overseas Mr. Tickle stated that the war had badly upset all conditions and the great problem at the present time was ocean tonnage. The release of restrictions under which the trade had been for several years and the freedom to import now without a license should have a stimulating and stabilizing effect.

"The timber trade was probably worse hit than any other," remarked Mr. Tickle to the "Canada Lumberman." "Considering the heavy investments and the war opportunities at hand most firms have just been marking time. There was no other course with the control in the hands of the government. Now there is a sense of freedom and expansion and it is expected trade will pick up materially. We are looking to a very decided revival especially in house building."

Mr. Tickle, who spent several weeks visiting American cities, while in Toronto was the guest of Alex Greig, of Greig, Morris & Co., wholesale lumbermen, and sailed for England on April 5th, after extending his business connections on this side of the Atlantic.

England is planning to build a million houses for the people who work, and in addition to that, there is a movement among the well-to-do people to leave their large residences in the congested parts of cities and move into the country or into the suburbs of cities where light, ground, and room are more abundant. The large buildings thus vacated in the cities will be converted into apartments and will house those who do not care to go into the suburbs.

These new constructions and remodellings will call for much lumber, and hardwoods are being favorably considered, particularly for floors. Oak, maple, birch, and beech stand a chance of receiving much more frequent calls than ever in the past. Most floors of moderately priced houses in England have been made of Norway spruce, the boards being about six inches wide. This wood is so soft and shrinks and swells so badly that it is almost indispensable that such floors be kept covered with carpet.

The cost of such a floor and the linoleum or other carpet to keep it covered is equal to the cost of a good hardwood floor, to begin with, while the expense of upkeep and renewals is much less for the hardwood floor, to say nothing of the advantage of the better sanitary condition.

The best and most economical hardwood flooring must come from North America. It is relatively cheap at first cost, and its wearing qualities are so extraordinary that renewals and repairs will be far apart and few. It has been proved in large stores and other buildings in this country that a good maple floor will outwear one of marble similarly situated.

The British Isles have so little hardwood of their own that it cannot be considered as flooring. The home timbers of England and Scotland were so severely depleted during the war that new forests must, in many instances, be brought on from new plantings. Fortunately, this country has plenty, which it will gladly share with those who need it; and hardwood flooring in particular, and interior house finish in general, should constitute the basis of a prosperous exchange of commodities between this country and Britain.

New Honor for Brig-General White

Two new directors are included in the list of directors elected at the annual meeting of the Riordon Pulp and Paper Co. held recently in Montreal. These are Brig-General J. B. White, manager of the company's wood department and saw mills, Montreal, and J. W. Wheeler, of Parkinson and Burr, Boston. The list is as follows: Chas. Riordon, president, St. Catharines, Ont.; Carl Riordon, vice-president and managing director, Montreal; J. S. Douglas, Toronto; T. E. Warren, manager Ticonderoga Pulp & Paper Co., Ticonderoga, N. Y.; I. J. Stevenson, sales manager Riordon Sales Company, International Trust Company, Boston; C. B. Thorne, manager of manufacturing, Riordon Pulp & Paper Company, Ltd., Hawkesbury, Ont.; F. B. Whittet, secretary-treasurer, Riordon Pulp & Paper Company, Ltd.,



Brig-General J. B. White, Montreal

Montreal; Brig-General J. B. White, manager Wood Department and Sawmills, Riordon Pulp & Paper Company, Ltd., Montreal; J. W. Wheeler, of Parkinson & Burr, Boston, Mass.

In his address to the shareholders, the president, Charles Riordon, expressed satisfaction in the year's results in view of the difficult conditions, particularly as respects wood, labor and transportation, which the company had to contend with.

He reviewed the year's operations and the construction program of the company, and touched upon the company's extensive interest in the Kipawa Company, Limited, and the new 100-ton per day bleached sulphite mill now being erected on Gordon Creek at the foot of Lake Temiskaming.

Mr. Riordon expressed satisfaction with the conversion of 100 tons per day of the company's Hawkesbury product from unbleached pulp to bleached pulp as allowing the company a wider range of market, particularly export. He paid tribute to the efficiency and zeal of the officers and other employees of the company and remarked that the liquidation in business generally, following the armistice seemed to be fairly well advanced, and that the pulp market was distinctly improving. Confirmation was given to an amendment to the by-law fixing the date of the annual meeting as the first Wednesday in April, and the annual meetings hereafter would be held on the third Thursday in April.

At the Directors' meeting immediately following the annual meeting, the following officers for the year 1919 were elected: President, Charles Riordon; vice-president and managing director, Carl Riordon; secretary-treasurer, F. B. Whittet.

Abitibi Company Had Splendid Year

The annual report of the Abitibi Power and Paper Company, Limited, shows a gain in net earnings of nearly 25 per cent. for the twelve months ended December 31 last, the total being \$1,643,653, an increase of \$320,652. The surplus available for dividend disbursements was \$511,202, nearly \$170,000 in excess of the 1917 figure.

Allowing for the payment of a full year's preferred dividend, the balance of \$441,200 represents earnings at the rate of 8.82 per cent. on the outstanding common shares of the enterprise, against 5.4 per cent. in 1917.

With the surplus carried over from the previous year, the amount standing to the credit of the balance sheet as at December 31st last, amounted to \$1,073,249.

The allowances for depreciation are nearly \$100,000 in excess of those for the previous year and include \$353,650 for plant, \$259,768 for townsite investment, indicating generous action towards this portion of the statement.

Using Poor Materials in House Building

Complaints Made That Contractors Employ Lowest Grade Lumber and Authorities Cannot Interfere

Complaints are made that No. 3 hemlock or scoots is being used in the construction of Toronto homes. "It is composed of the culls of culls, often won't hold a nail, and a few years ago wouldn't have been thought of as house-building material. The City Architect's inspectors let it go in so long as it is of the required dimensions; it is covered up in walls and under floors, and the innocent buyer of the house never sees it. No. 2 hemlock is bad enough, but No. 3 should be absolutely barred from house construction," says a leading Toronto paper in discussing the building situation.

"It is not true that our inspectors let anything go into a house which will endanger the strength of the building," said W. W. Pearse, city architect of Toronto. "Material such as would fall down under its load would not pass our inspectors for a moment."

"But, take this case: A builder puts down No. 3 hemlock as a flooring and then covers it up with a thin hardwood floor. It will look all right to the buyer, may not actually collapse, but in the course of a comparatively few months it will warp, or the hardwood will get loose because the hemlock will not hold nails, and the floor will be practically useless."

"It is our duty," replied the architect, "to see that the joists are strong enough to carry the floor. But as to the kind of floor that is put down—the finish so to speak—we have nothing to say so long as it will not collapse. I am advised that we have not the legal authority to interfere with the finish of a house. For instance, we had a complaint as to windows in some new houses not being properly fitted, but I was advised that we had no power to interfere, as there was nothing dangerous about the construction, no matter how much cold they might let in. The only factors over which we have control are those of strength and fire safety. Beyond that, we cannot interfere."

"Then," suggested the newspaperman, "if a builder is putting up one of these houses that have shingles over the upper portion, and uses No. 3 hemlock to nail the shingles to, the City Architect cannot interfere, even though the wind may whistle through such construction and make proper heating of the house impossible?"

"As long as there is no fire danger, and as long as the construction will not fall down, we have no power," replied Mr. Pearse. "The term 'City Architect' is often misunderstood. It does not mean that I am the architect for every citizen, much as I might like to be. I have neither the staff nor the power to act in that way. Of course, if the city itself is putting up a building, I am in a different position. As City Architect it is then in my power to see that the city is getting what its specifications call for both in finish and strength. And I endeavor to do so. But I cannot act as architect for private parties who have not employed an architect of their own to see that they get what they are paying for."

"The main trouble is not with people who are building their own houses," it was suggested, "but with those who buy a house which somebody else has built to sell. By the time they see it, the walls are finished, and they cannot know what kind of material is in those walls; the hardwood floors are laid, and they cannot know what kind of material those floors are laid on—except perhaps on the ground floor. And the brickwork may not be carried up far enough at the top, leaving a space through which the wind will get in as soon as the board which covers up the hole begins to warp a little."

"Yes," agreed Mr. Pearse, "a lot of cold gets in that way, but unless it is a case of fire danger or strength we cannot interfere. Of course, an inspector might expostulate with a builder if he saw a thing like that being done. But, then, I have only eight general inspectors, and that means about one visit a week to each building."

"So," said the inquirer, "by the time the inspector came around again a hardwood floor might be laid over No. 3 hemlock, and all the inspector would see would be the hardwood."

"Well," agreed the architect, "I suppose that is so, but the builder would not be allowed to put down his floor until the inspector saw that the joists were all right. Each of our inspectors now has from 55 to 140 buildings under his care."

The Statistical Service Now Under Way

The statistical service, which was decided upon by the Canadian Lumbermen's Association at its last annual gathering in St. John, N. B., is now getting under way and forms have been sent by Secretary Frank Hawkins, of Ottawa, to the members which, it is requested, they fill in each month and return. The results will then be compiled and it will be known how matters stand at regular intervals in production, sales, stock on hand, etc. No names of firms will be supplied to other members and only the totals will be available. The

blanks to be filled in cover the stock on hand, sold, unsold, in lumber, shingles and pickets. In the tabulation the members will state the number of thousand feet of spruce, white pine, red or Norway pine, hemlock, and hardwoods, and also give an estimate of the amount of lumber which they will likely saw during the coming season. In addition opinion are invited on other subjects such as labor prospects, etc.

It is expected that the compilation of the monthly returns will do much to stabilize the market and regulate manufacture and sales. If any inquiries are received from foreign sources regarding what the Canadian Lumbermen's Association is in a position to supply, the kinds and quantities, the facts will be readily available. This is a decided advantage in the present state of trade and export and the statistical service is expected to grow in importance and usefulness. Most of the members have fallen in readily with the plan and announce their willingness to make the return promptly each month. Other associations across the border have long ago adopted such a method of knowing where they are at and the step just taken is regarded as a distinct advance in having valuable data in the possession of the C. L. A. As stated, only the totals will be available only to those members making reports and will enable them to size up the situation intelligently and comprehensively from month to month.

What Do You Know About Building?

If a prospective builder came into your office and asked you the above question, what would your answer be?

Would you be able to tell him that you had a comprehensive, practical knowledge? That you had made an exhaustive study of the building business, and were in a position to give EXPERT advice? Could you talk building in a manner that would carry the conviction that you DID know, or would you have to give evasive replies and finally send him to a carpenter for the information you should be able to give? says "The Retail Lumberman."

We realize that in former days it was not considered necessary or desirable that lumber dealers be well versed in regard to the technical phases of building. All that was regarded as essential was knowing how to buy lumber, how to stack it in the yards, how it should be graded, or how to regrade it and if possible get higher grades out of the car than was specified in the order, how to load it on the customer's wagon, and how to make sure of getting the money for it.

Those details are no less important today than they ever were, but the retail lumber business has become much more of a science than it used to be, so that the technical knowledge concerning lumber itself and the system of running the yard, take secondary place to the higher science of creating and developing trade.

The lumber dealer of today should, and the lumber dealer of the future must possess a practical, thorough, deep and comprehensive understanding of the technical phases of building. He should be able to help prospective builders plan their buildings; be able to suggest the right kind of materials to use, the selection being based on the nature of the work, and with a view to giving the customer the greatest value possible for his money.

In other words, the lumber dealer should be AN EXPERT ON ALL MATTERS RELATING TO BUILDING. He should be so good that he would be recognized throughout his trade territory as AN UNQUESTIONED AUTHORITY.

That condition, and that alone, will place him in a position where he can properly develop the possible business in his community. It is all right to take the position that "Everybody knows where my yard is and if they want any lumber they can come in and get it," but it won't work. Where would the clothing dealers, the shoe dealers, the grocers be if they followed that plan? How long would they remain in business? Lumber dealers read the ads of the clothing dealers, the shoe dealers, etc., and go there to buy—or their wives read them and tell Friend Husband where the family funds can be spent to the best advantage. ALL RIGHT, then, the prospective builder is in a receptive mood to be attracted to the office of the lumber dealer who informs him, through local ads, circular letters or by word of mouth from satisfied customers, that in that particular office is a building material merchant who is a building expert.

Remember how quickly the information gets circulated throughout your community that this banker or that is a particularly shrewd business man and financier? You noted how the people talked about him; the respect they manifested for him, and how they relied on him for advice as to their business affairs?

Just put yourself in his position—only bear in mind that you are a lumber dealer instead of a banker. Do the things necessary to get the people to talking about you as a building expert just as they talk about the banker as an expert on finances—and watch the results. You will see your business grow more rapidly, more sturdily than you ever dreamed possible. Just try it, and see.

Would Enlarge Canada's Canal System

W. M. German, K.C., ex-M.P., representing the Welland Board of Trade, submitted a resolution at the recent annual meeting of the Ontario Associated Boards of Trade in Toronto, asking for the enlargement of canal systems between Lake Ontario and Montreal. Mr. German, speaking to the motion, drew attention to the possibilities of ocean steamers passing up the St. Lawrence, through the Welland Canal to the head of the lakes. He said that it would require five or six locks on the St. Lawrence, which would not only deepen the river to allow ocean navigation, but would also supply enough power to operate all railways and industries between Montreal and Toronto. The speaker also asserted that private corporations would assume the work on their own behalf if the government would give them permission. The resolution which was adopted was: "Resolved that this board recommend that the Department of Railways and Canals begin at an early date the necessary plans and surveys for the building of a canal and river system from the foot of Lake Ontario to Montreal, of a character and capacity to conform with the plans of the new Welland Ship Canal, in order that the department may be able to proceed with the work when financial and other conditions permit."

Good Roads and Development of North

That the Ontario Government would push forward a progressive and aggressive policy of road construction immediately was the assurance given the members of the Ontario Associated Boards of Trade by Hon. Finlay Macdiarmid, Minister of Public Works for the Province of Ontario, at the banquet tendered the visiting delegates by the Toronto Board of Trade recently.

While the matter of good roads was one of the most vital questions now confronting the province, said Mr. Macdiarmid, and while it was the intention of his department to undertake a vast number of improvements, the people must have patience, for the work of road construction was not such as could be done out of hand. It was proposed, he said, to carry out a most comprehensive program this year and the years following, until the whole province would be covered by a system of highways that would be second to none on the continent.

A. J. Young, of North Bay, who is a lumberman and an Honorary President of the Associated Boards, made a stirring plea for support in getting governmental aid for the development of Northern Ontario. Old Ontario, he said, had reached its maximum in the development of its resources, its only field for growth now lying in manufacturing. Development of this, he held, depended greatly upon the increased output of the newer northern sections of the province. He pointed out that New Ontario looked to the south for all its manufactured goods, as well as most of its foodstuffs, and spent on these things several millions of dollars every year. Therefore it was to the best interests of the citizens of old Ontario to lend their support to any movement that would develop the potentialities of the great and almost untouched Northland.

Looking After Montreal's Housing Problems

The Administrative Commissioners' proposal that a board of five business men be appointed to act as a housing commission for the city of Montreal, was approved by a largely-attended meeting called to discuss plans and consider suggestions in connection with the house-building campaign which is to be launched this spring.

Mr. Decary, the chairman, explained that the matter in hand was a serious question, as those present were to discuss the wisest means of expending \$4,000,000 which was to be placed at the disposal of the city for use in an effort to solve the housing problem.

Twenty-five million dollars had been voted by the Dominion Government for this purpose, and of this amount \$4,000,000 had been allotted to the city of Montreal. The Commissioners' intention was to appoint five competent business men of administrative ability, open-minded, and with a certain amount of time to spare. These five men would, in turn, appoint a manager who would direct the work. When necessary they would call in experts to advise them on technical points.

Representatives of various public bodies gave their views on the question, most of them expressing approval of the Commissioners' plan. The eleven trades allied with building work were represented.

British Trade Freedom Extending

Advices have been received by Mr. G. T. Milne, Montreal, and Mr. F. W. Field, Toronto, British Trade Commissioners in Canada, that the following additions have been made to the list of goods which may be exported without license: Fancy goods made of morocco and light leathers; iron and steel manufactures generally except high speed steel and certain special articles; machinery of all kinds except textile machinery and machinery wholly made of brass or copper; toys and dolls; games of all kinds.

The lists of export restrictions recently removed are: Binder

twine, barrels and casks, boilers, chrome ore, chestnut extract cork, fuel economisers for boilers, goldbeaters skin, gluestock, dry white lead, hide clippings, resins, lead coated sheets, paraffin, wax, pigskins, cast iron pipes, iron or steel wire, wire rope, quebracho extract, cast iron radiators, solid glucose, railway sleepers, or iron or steel, railway springs, railway wheels, axles and tires, railway constructional material except rails, silk manufacturers, spirits except whiskey, terneplates, tinplates, tops. Import prohibition relaxed bacon, lard, hams, hardwood, the latter until January 1st. Import relaxations revoked licenses will be now necessary brooms, brushes, buttons, gloves of leather and fabric, gas mantles, vegetable tape cotton piece goods.

New Eastern Representative Appointed

C. G. Bockus, who is now representing the Allen-Stoltze Lumber Co., Limited, of Vancouver, in Quebec and the Maritime Provinces, with offices at 704 Power Building, Montreal, has had considerable experience in the lumber business. Born in Montreal in 1884, and educated in that city, he entered railway work in 1901, and for several years was with the Grand Trunk and the Canadian Pacific systems. With the latter road he was travelling baggage agent on the eastern lines for a year and chief clerk to the district baggage agent at Vancouver for some time. He then went with the Fernridge Lumber Co., Limited, New Westminster, B.C., and was with them at the mill and in the sales department until the end of 1914, when he joined the forces of the Campbell



C. G. Bockus, Montreal

River Lumber Co., Limited, with headquarters at White Rock, B.C., being with them a year. Mr. Bockus was next with the Vancouver Lumber Co., Limited, Vancouver, and the Vancouver Cedar Mills, Limited, in the sales department and subsequently was the representative of these organizations in the province of Alberta and Northwestern Saskatchewan for two and a half years. A few weeks ago he came east to take up his present duties with the Allen-Stoltze Lumber Co. and is meeting with encouraging results in his work. His many old friends in Montreal, where he is well known, are glad to welcome him back to the commercial metropolis.

F. E. Hawkes, South Gillies, Ont., will operate his sawmill at Hymer, Ont., during the coming season and has a large supply of logs on hand.

The Nomingue Pulp & Paper Co., Ltd., have been granted supplementary letters patent to change their name to Eugene Patenaude Limitee.



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Sale of Goods Produces Exchange

Why the Rate Falls or Rises and How it is Determined—
Seemingly Complex Matter Made Clear

There are many persons who have no very clear conception of what exchange means, why it prevails and just why the rate rises and falls. All lumber exporters are, of course, thoroughly familiar with this commodity, but many business men who have only limited dealings across the border or in European countries will perhaps get a better and fuller understanding from reading the appended article which is both timely and instructive and robs the term "exchange" of much of its mystery and romance.

Some twenty years ago when it did not cost \$102.50 to buy a draft on New York for \$100 a prospector in British Columbia struck it rich, and, like a wise man, was cashing it. An offer of \$100,000 cash was made for his claim and accepted. The titles and transfer were placed in escrow awaiting the funds. When these arrived all parties met at the bank to arrange the final details. The money came in the form of a bank draft on New York and this was agreed to. All went well until the question of exchange came up. New York funds at that time in B. C. were at a discount of three-eighths of one per cent, and the manager of the bank announced that there was \$375 exchange to be paid. The prospector called out of the room the broker who had negotiated the deal and very heatedly said he was being swindled. The broker asked how and got this reply, emphasized with all the picturesque of profanity of the locality: "How many commissions am I being stuck for?" The broker said only one, his own and the bank escrow charges. "Well, I agreed to that all right, but who in blazes is this here exchange who is getting \$375. What did we have to do with it?"

The attitude of the average man towards Mr. Exchange is just about the same as that of our friend the prospector.

Means the Right to Draw Money

In the deal with the prospector exchange was used in the sense of a commission, but the real meaning of the term, when we speak of sterling exchange or New York exchange, is the right to draw money in London or New York. In this sense exchange is a commodity, like groceries or hardware, and is bought and sold like any other commodity.

What produces exchange or those balances the right to draw which is bought and sold? The sales of goods.

Countries do not trade with each other. Canada does not trade with the United States, but individual Canadians trade with individual Americans, and the sum of the transactions of these individual Americans makes up the volume of trade between the countries. The result of each transaction is that the purchaser owes a sum of money to the seller, which ordinarily must be paid to the seller at his place of business, and in currency or money in circulation there. If a Canadian buys from an American house in New York he must pay for what he buys in American money, which involves paying the cost of collecting this money and transferring it to New York. Now, he can do this in two ways, either by shipping the actual money, or by finding some one in Canada who has a similar debt owing to him from some one in New York and arranging with him and his New York creditor to make an exchange of these debts and cancel the liability in this way. This is where the bank comes in. It acts as a go-between.

Multiplied by thousands, these dealings constitute the balances between the various countries and communities. When the sales on our side are greater than the sales on the other the difference is called the balance of trade and must be settled in cash. Between cities in the same country, this balance would be settled by shipping the currency of the country, but between countries, this difference must be settled in gold, which is the only international settling medium. Shipping gold is expensive and is not resorted to except in case of necessity, various methods being adopted to adjust the differences as far as possible without it. Two methods commonly in use are the purchase of securities or the arrangement of loans.

What Dealers are Willing to do

Until this adjustment is made the dealers in the country with the balance to pay will be willing to pay a reasonable premium for the right to funds in the creditor country, and the dealer in the creditor country will be willing to accept a reasonable discount for the right to the funds in the debtor country.

In other words, British money, the standard pound or sovereign, which formerly was worth \$4.85 2/3, is now worth only \$4.62 in the United States or a depreciation of about 6 per cent and the Canadian dollar is worth 97 1/4 cents or a depreciation of 2 3/4 per cent. It is humiliating but true. The Canadian dollar which means a dollar in Canada and buys goods to that amount, will, when it crosses the border, buy only 97 1/4 cents worth of goods.

Sterling Exchange in New York is quoted at \$4.59 and in Cana-

da at \$4.72. The reason for this difference is the premium on New York funds. New York is our market for sterling, and our rates must therefore agree with the New York rates, subject, of course, to the price of New York funds here. These today are at a premium of 2 3/4 per cent.

Shipments of Wood Products from East

The following is the list of exports to the United States of wood and wood products from the Campbellton, N. B., district, including Bathurst, N. B., and Paspebiac, Que., the latter now Gaspé, Que., for the calendar years 1917 and 1918:

Article	Unit of Quantity	1918 Quantity	1918 Value	1917 Quantity	1917 Value
Lath	M.	21,465	\$ 65,862	74,255	\$ 203,441
Lumber:					
Birch	M.	297	6,959	178	3,903
Cedar	M.	125	2,776	152	2,505
Fir	M.	110	3,006	.....	.....
Hemlock	M.	68	1,449	184	3,675
Miscellaneous	M.	101	1,845	180	1,827
Pine	M.	8,759	242,658	8,171	171,289
Poplar	M.	.....	.....	131	2,510
Spruce	M.	58,627	1,494,555	40,768	797,307
Miscellaneous			1,969	.....	.....
Poles	Pcs.	.....	.....	157	355
Pulp	Tons	30,292	2,615,536	17,375	1,471,374
Pulpwood	Cds.	36,308	491,249	32,571	388,924
Shingles	M.	54,239	174,615	111,093	298,021
Sticks	Pcs.	90	1,455	.....	.....
Ties	Pch.	8,646	6,536	74,796	34,939
Trees, Fir	Bdl.	6,900	1,790	.....	.....
Total			\$5,112,317		\$3,380,070

Link-Belt Branch Opened in Montreal

The ever increasing demand for link-belt throughout the Dominion and the desire to render customers in the eastern section a service in keeping with the high standard of link-belt chain, the manufacturers have opened a branch at 1195 St. James St., Montreal.

A liberal stock of popular types of link-belt will be carried in stock at Montreal in the future from which all orders in that section will be promptly filled. This will not only enable the Canadian Link-Belt Company to render its customers a more prompt service than has hitherto been possible, but will also effect for them a considerable saving in freight and express.

For the present, the Montreal branch will serve largely as a warehouse, all engineering assistance being rendered by the Canadian Link-Belt Company at Toronto where link-belt is manufactured for the Canadian market.

Although shipments for the Montreal and Quebec territory will be shipped from the Montreal branch, all correspondence should continue to be addressed to the Canadian Link-Belt Company, Toronto.

The Expansion of the Pulp Industry

A line of industry that is beginning to claim a larger share of attention in proportion as the readjustment of industry is proceeding, is the manufacture of pulp and paper machinery. This has already been entered upon by industries that had specialized to a large extent on munitions. Power machinery manufacture is looked upon as a branch of industry that presents large capabilities, and concerns that would otherwise consider the manufacture of tractors are taking up the building of pulp and paper mill equipment. The extension of the pulp industry is regarded as one of the most promising economic developments of export trade.

The Last of Twenty-Seven Ships

For the purpose of having her machinery finally tested preparatory to putting to sea on her maiden voyage, the 2500 ton wooden steamer, War Suquash, was berthed alongside the wharf at Yarrows Ltd., Victoria, B.C.

The War Suquash arrived from Chemainus where she completed her outward lumber cargo. She is the last of the twenty-seven wooden vessels built on the British Columbia coast for the imperial munitions board. She will sail for the United Kingdom via the Panama Canal.

It is reported in Montreal that the British Government has purchased from manufacturers spruce to the extent of 500 million feet, at a price averaging \$5 per 1,000 ft. over that paid by the Government last year. All the lumber was purchased from firms in the province of Quebec and the Maritime Provinces. The report states that one firm sold 90,000,000 feet, another 71,000,000 ft., and a third, 40,000,000 ft.

Canada—A Field for Profitable Investment

By C. Price-Green, Commissioner, Industrial and Resources Department, Canadian National Railways

British capital has assisted greatly in the development of Canada by liberally subscribing to railway issues and bond issues of various kinds, but from one cause and another, largely a lack of organized effort, comparatively little has been done to interest the British investor in Canadian industrial enterprises or in the wonderful field presented by the country's natural resources.

Canada's agricultural, forest wealth, water powers and fisheries are understood in a general way, and have been emphasized during the war, but the thousandth part has not been told of its phenomenal mineral resources, more particularly its economic minerals, which play such an important part in industry and world's commerce. Many of its raw materials are today almost indispensable to the British manufacturer.

The greater part of Canada is unexplored, much less prospected, yet sufficient is known of its geological structure to indicate that it is a veritable storehouse of riches. Though the surface has but been scratched, the discovery of mineral wealth has followed the opening up of each new district.

The huge U-shaped area of pre-Cambrian rocks known as the Laurentian Plateau estimated at over two million square miles in area, occupies most of the northern portion of the provinces of Quebec, Ontario and Manitoba and probably contains a richer and wider range of minerals than any other in the known world. In it are found, and are now or have been, profitably mined; nickel, copper, iron, cobalt, silver, gold, platinum and palladium, molybdenum, lead, zinc, arsenic, apatite, graphite, feldspar, flourspar, corundum, talc, actinolite, baryte, ornamental stones, rare earths and other mineral bodies. Examples of what the country contains are shown in the asbestos, magnesites, and other minerals of Quebec, including one of the largest known zinc deposits. The economic minerals of Central Ontario, where there is perhaps the oldest and finest marble, with the widest range of markings, in the world. The silver of Cobalt, gold of Porcupine, copper of the Sudbury district and the nickel which has supplied the largest proportion of the world's demand for this metal. East of Lake Winnipeg new gold fields have been discovered, and to the northwest, contiguous to the railway line to Hudson Bay, large copper deposits carrying high values, zinc and gold. The coals and lignites of Saskatchewan and Alberta estimated by the Geological Survey to contain over a million times a million tons.

On the Athabasca River, and in the Peace River country are found huge deposits of the bituminous sand, tar, natural gas, oil, and

other materials. Beds of gypsum exposed on the Peace are estimated to contain over 200 million tons.

The Cordilleran Belt (Rocky Mountains) has a length of 1,300 miles with a width of 400 miles, though little prospected, is known to be one of the richest mineral areas on the continent, and contains great coal fields, several of the largest copper and silver mines, and two of the greatest placer camps on the continent.

One of Canada's most urgent needs at the present time is development, and as the war has brought home the necessity of con-



"Steam Channeller at work cutting Canadian White Marble, equal to Italian White, at the Canadian Marble Quarries, Bancroft, Central Ontario,

trolling the resources within the empire, this should be done by British capital. From self-interest as well as patriotic motives British experience and commercial acumen should be induced to seize a great opportunity, to play its part, and reap the reward of developing, which will some day, be one of the greatest sources of wealth of the whole empire.



"Canadian National Railways serve the largest area and handle the greatest natural products output of the Dominion—14,000 miles of line in operation, traversing nine provinces."



Wanted & For Sale



PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 20 cents per agate line (14 agate lines make one inch). \$2.80 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 20th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

Maple and Birch Wanted

Clear Maple and Birch Squares, 2 x 2-10" and multiples, 2 1/4 x 2 1/4-10" and multiples. Box 889, Canada Lumberman, Toronto, Ont. 8-11

Spruce Wanted

100,000 ft. each of 4 and 5 quarter. No. 1 and 2 Spruce, 6 and 8" wide, 8 to 16' long.

John I. Shafer Hardware Co., South Bend, Ind. 6-9

Basswood, Birch and Maple Wanted

Ten carloads, 1st and 2nds or No. 1 Com. and Better, white winter cut Basswood, plump 1 in. thick and good color.

Four carloads 1st and 2nds or No. 1 Com. and Better, 3 in. Birch or Maple plank. For further particulars apply to Box 875, Canada Lumberman, Toronto, Ont. 5-t.f.

WANTED-Quantities of

Basswood, Birch and Black Ash

Dimension stock 3/4 in. and 1 in. thick, 2 ft. 9 in. to 6 ft. long and 4 in. to 6 in. wide, clear stock, cut true to sizes and handled for export. Any one interested please give quantity you can get out, when delivery could be made, price on each kind, per 1,000 ft. B.M. and freight rate to Montreal. Box 916, Canada Lumberman, Toronto. 8-9

For Sale-Lumber

Oak Timbers For Sale

Oak timber from 8 x 8 to 20 x 20, lengths 10 to 30, for boat and dock work. D. A. Webster, 50 Vernon St., Brookline, Mass. 8-13

Birch Flooring For Sale

500,000 ft. Birch flooring for sale, ready for immediate shipment. We can fill almost any order. Quotations and sample will be furnished on demand. Apply to

QUEBEC LUMBER CO.,

8-11 98 St. Peter Street, Quebec, Que.

Hickory For Sale

Hickory Squares 1 in. x 1 in. and Dowels 7/8 in. diameter, also Hickory Whipstocks. Can ship immediately, and will sell very cheap. G. Elias & Bro., Inc., Buffalo, N.Y. 7-10

Lumber For Sale

Two cars 4 x 4 Maple Boxed Hearts.
One car 5 x 5 Maple Boxed Hearts.
One car 6 x 6 Maple Boxed Hearts.
Seven cars Fir Doors.
Three cars Fir Columns.

GEO. C. GOODFELLOW,

Montreal, Que.

Pulpwood For Sale

Ten thousand cords of pulpwood situated within 200 miles from Quebec city, and ten million ft. of spruce and hardwood lumber, winter cut. We can fill almost any order. Quotations will be finished on demand. Quebec Lumber Co., 98 St. Peter St., Quebec, P.Q. 3-8

Timbers For Sale

Five cars 8" x 8" to 12" x 12" x 10 to 20' sound square edged white oak; 3 cars 4, 5, 6 and 8" x 10" and up face x 10 to 20', and 1 car 5" and 6" x 10" and up face x 20 to 30', white oak fitch suitable for boat and shipbuilding or repairs.

The Billmeyer Lumber Co.,

6-9 Cumberland, Md.

Wanted-Machinery

Wanted

Complete equipment of small second hand alligator with twin propellers. Reply Box 10. Timmins, Ont. 8-9

For Sale-Machinery

FOR SALE-SAWMILL

25 H. P. Engine, 50 H. P. return tubular boiler. Three log seat carriage, overhead set, friction feed works, single edger and slab saw. All in fair order. Price \$1,000. Box 915, Canada Lumberman, Toronto. 8

For Sale-Band Resawing Machine

in good running order; made by the Egan Co., Philadelphia; takes 6 in. band resaws; suitable for Box Plant or planing mill.

D. AITCHISON & CO.,

8-11 Hamilton, Ontario.

Jenckes Corliss Engine For Sale

One second-hand Jenckes Corliss Engine, 12 in. x 30 in. cut. Description and price on application to

Canadian Ingersoll-Rand Company, Ltd., Toronto, Ont. 2-t.f.

For Sale

1-17 x 24 Atlas Engine, with 36 in. x 10 ft. flywheel.

3-No. 94 Berlin Matchers, 15 in., fitted with hard steel knives on top and bottom sylin-ders—one pair shiplap, jointer and floor-ing heads with bits for each machine.

1-No. 182 Berlin Double Surfacers, 30 in. x 6 in.

1-No. 199 Berlin Buzz Planer.

1-No. 290 Berlin Picket Header.

The Otis Staples Lumber Company, Ltd., 19-t.f. Wycliffe, B.C.

High Speed Matchers

1-Berlin No. 90 High Speed Matcher with Profilers and several extra heads.

1-American No. 77 High Speed Matcher without Profiler but having several extra heads. Two real bargains.

Box 893, Canada Lumberman, Toronto, Ont. 6-t.f.

Equipment For Sale

Economist Light Planer and Matcher, 24" Eclipse Pony Planer. Variety Trim Saw. Shaper, Band Saw, Power Feed Rip Saw, Swing Saw, 12" Moulder, Chain Morticer, Drum Sander, other machinery.

A. J. LINDSAY,

6-9 96 Pembroke St., Toronto.

Equipment For Sale

One 12-inch jointer, 1 rip saw and cut-off combined, 1 band saw, 1 turn lathe, all from 1 drive.

One 16 h.p. gasoline engine, pulleys, shafting, hangers and belts, in first class shape. Sell cheap or will take lumber in exchange. Apply to: A. K. Wismer, 83 Dufferin St., St. Catharines, Ont. 7-8

Band Saw Mill For Sale

One Watrous 9 ft. Band Saw Mill, gun-shot feed, complete with extra saws and filing equipment. Used about one year, excellent condition. The Geo. F. Egan Machinery & Supply Co., Ltd., 395 St. James St., Montreal, Que. 7-t.f.

Equipment For Sale

Engine 75 H.P., 18 x 66 pulley, engine 100 H.P., 21 x 144 pulley, Sawmill trimmer, Cowan 30" Bracket Band Saw, Goldie & McCulloch Shaper with countershaft, Rogers Lath Machine and Murray Lath Bolter with saws. All excellent condition and cheap for cash. Write for further particulars.

VIGARS SHEAR LUMBER CO.,

6-9 Port Arthur, Ont.

EQUIPMENT FOR SALE

Peter Mill, Parry Sound

1 left hand edger, 54 inch, 4 stationary saws and one moveable saw, made by Wm. Hamilton Co.

1 engine, 11 x 18 slide valve.
1 right hand Champion Edger, 48 inch, 3 stationary saws and 2 moveable saws, made by Watrous Co. (latter edger was only used two seasons and part of a third). Set of trimmers complete with chains and sprockets.

1 Patterson & Berryman feed water heater.
1 blower for Gordon hollow blast grates.
1 Riche automatic gang saw sharpener.
1 Rhodes gang saw swage.

In addition to above we have a considerable quantity of shafting, chains, pulleys, etc., all in good working condition.

Write for further particulars to

W. L. HAIGHT, Barrister,

8 Parry Sound, Ont.

Equipment For Sale

Brown cross-compound steam engine—16" x 30" cylinders x 42" stroke horizontal poppet valve—14" x 36" c.i. flywheel—split.

The Polson Iron Works Co. Complete, with condensing pump—10" x 14" x 16" horizontal single piston—with c.i. air chamber and jet condenser.

Geo. F. Blake Complete.
The Jerome Wheelock system tandem compound steam engine No. 895—16" x 24" cylinders x 34" stroke horizontal—side crank with outboard bearings—and 14' x 14' groove iron flywheel sheave split—for 1 1/4" rope.

The Goldie & McCulloch Co. complete with condensing pump—8" x 12" x 16" horizontal—single piston—with spray condenser.

The Northey Mfg. Co. Complete.

THE E. B. EDDY CO., LTD.,

6-9 11011 Canada

Circular Saws For Sale

Changing from circular to band mill and have six solid tooth saws for sale. Two 60 in.; four from 64 in. to 58 in., in first class shape. Can be shipped at once. Also Covei filer. Write us for prices.

Muskoka Wood Mfg. Co., Limited, Huntsville, Ontario. 7-8

Equipment For Sale

1-35 H.P. "Case" Engine and Boiler, on skids, 125 lbs. steam pressure, in first class condition.

1-50 inch Trevor "Jumbo" Heading Sawing Machine, Upright, with saw collar complete.

1-3 compartment Steel Vat, 24 by 7 by 4 1/2 feet.

1-10 H.P. Upright Engine and Boiler.

1-Box Board Planer, 24 in.

1-25 H.P. Motor, 3 phase, 60 cycle, 550 volts, and two 15 k.w. transformers for same.

2-2 1/2 k.w. Transformers, 2200 to 550 volts.

2-Stage Jointing Machines.

1-125 Gal. Duplex Steam Pump.

Trenton Cooperage Mills, Limited, Trenton, Ont. 7-10

Wanted-Employees

Advertisements under this heading two cents a word per insertion. Minimum charge 50 cents.

WANTED: FIRST CLASS GANG FILER for Wickes gang. Apply Box 903, Canada Lumberman, Toronto, Ont. 7-8

Wanted—One Sawyer for Band Mill. Apply, stating wages, experience, etc., Laberge Lumber Co., Ltd., Sudbury, Ont. 6-8

Wanted—Band Saw Filer for Band Mill. Apply, stating wages, experience, etc., Laberge Lumber Co., Ltd., Sudbury, Ont. 6-8

WANTED A FIRST CLASS COMPETENT MAN to take the position of manager of an operating lumber business, who will be capable of managing the concern, in its operation from the camp to the consumer. Apply to Box 911, Canada Lumberman, Toronto, Ont. 8-9

A large firm owning timber limits in the Eastern Townships, Province of Quebec, requires the services of a Practical Lumberman to take charge of logging, manufacturing and handling of yard stock. Apply Box 801, Canada Lumberman and Woodworker, Toronto, Ont. 6-9

Wanted-Employment

Advertisements under this heading one cent a word per insertion. Box No. 10 cents extra. Minimum charge 25 cents.

Wanted position by first class Right Hand Double Cut Band Sawyer, ten years' experience. Very capable. P. O. Box 106, Buckingham, Que. 6-9

WANTED POSITION AS MILL SUPER-INTENDENT by first class man. Can get results. 20 years' experience. Can start first February. Box 837, Canada Lumberman, Toronto, Ont. 2-8

BOOKKEEPER AND ACCOUNTANT, thoroughly experienced in all branches of the lumber business, wholesale and retail. Logging, manufacturing and handling of building material and supplies. Box 910, Canada Lumberman, Toronto, Ont. 8

BAND-SAWYER, GOOD FAST NIGGER
MAN and good White Pine Grader, wants position. Best of references. Box 904, Canada Lumberman, Toronto, Ont. 7-10

WANTED POSITION BY FIRST CLASS BAND SAW FILER, 20 years' experience; can furnish first class reference. Box 836, Canada Lumberman, Toronto, Ont. 2-8

POSITION WANTED—A young man with 15 years' experience in the manufacturing and wholesale business wishes to locate with a reliable lumber company, buying or sales department preferred. Either hard or soft woods. All inspector; will consider any capacity and go anywhere. Box 917 Canada Lumberman, Toronto, Ont. 8-9

WANTED BY EXPERIENCED LUMBERMAN, 42 years of age, position as Manager of Woods and Lumber Department, or would consider management of small concern operating in the Province of Quebec or Northern Ontario. Have thorough knowledge of Lumber, Logging and Pulpwood operations. Highly recommended by past employers. Open for engagement April 15th. Box 878, Canada Lumberman, Toronto, Ont. 7-8

Business Chances

SPRUCE AND WHITE PINE CONNECTION WANTED

We desire a good connection on Spruce and White Pine. Terms to suit shipper. Serfas Lumber Company, Easton, Pa. 6-9

For Sale

Building and Machinery of good Double Cut Band Sawmill, well equipped with steam feed, canter, loaders, etc.

If you want a good mill, address Box 762, Canada Lumberman, Toronto, Ont. 15-t.f.

Fifty Thousand Acres Timber

Spruce, Maple, Pine, Hemlock, Cedar, Birch, located in Canada, will divide to suit purchaser; cheapest transportation. Address W. C. Willey, Paw Paw, Mich. 5-8

FOR SALE

Modern Retail Lumber Yard

Fully equipped for business, located in a hustling Pennsylvania city. Great opportunity for big business. Financial reference required. Box 914, Canada Lumberman, Toronto, Ont. 8-11

Pick Axe Handles Wanted

WANTED—Handles for colliers' and navy pick axes, etc. Cash with order transactions. Will manufacturers who have supplies and wish to export same to Great Britain kindly communicate with J. Griffith, Jones Colliery, Timber Merchant, Castle Buildings, Llanelly, S. Wales, Great Britain. 5-8

B.C. Pine Property FOR SALE

as going concern. Large Pine timber reserves, first class milling and logging equipment, complete organization and established market connections. Most unusual opportunity. Full particulars to principals. Box 909, Canada Lumberman, Toronto, Ont. 8

FOR SALE—WELL EQUIPPED PLANING MILL

and lumber yard with well established connections, also contracting business in connection, in growing manufacturing town of 60,000 population in Western New York. Owner having other business. Only bona-fide buyers considered. Address Box 883, Canada Lumberman, Toronto, Ont. 6-9

R. R. Tie and Sawlog Timber For Sale

Jack Pine and Tamarac Timber on berths in Parkins and Creelman townships, near Sellwood and Poole stations. C. N. R. runs through Poole.

A. McPHERSON,
Longford Mills, Ont.

For Sale—A Real Bargain

Tract 10,000 acres near the Soo, in Pennefather Township, Ont. Consisting of 60 million feet of hardwood timber, 50% Birch of fine quality, 20% Maple, 10% Cedar, 10% Spruce, 10% White Pine and Hemlock. At low price and on easy terms. Property in fees.

Address Alex. Greig,
502 MacKinnon Bldg.,
Toronto, Ont.

5-8

SAWMILL WANTED

Efficient Portable Sawmill, capable of not less, and preferably more, than 20 M. feet per day, fir, hemlock and birch. For ease of transportation double boilers. Would also consider a contract for the sawing, but mill would require to be moved to property. Reply to T. A. Rogers, 85 Bay St., Toronto. 7-10

Saw Mill Plant For Sale

Practically new and modern Saw Mill Plant, capacity about 30 Million feet per annum, located in the Interior of British Columbia on a beautiful inland lake and on the main line of the Grand Trunk Pacific Railway. About 500 Million feet of timber on and adjacent to Lake (about 90% Spruce) and another Billion feet available at reasonable prices. Natural conditions ideal for economical logging, manufacturing, piling and shipping. An advantage of about \$4 per thousand feet in freight rates to the Prairie Provinces over Coast shipments. This property offers unlimited possibilities as a lumber, pulp and paper property. Would consider selling a half interest. Terms reasonable.

A. C. FROST COMPANY,
134 South LaSalle Street,
Chicago, Ill.

5-t.f.

Miscellaneous

Rails Wanted

We are in the market for 14,000 lineal feet of second hand, twenty pound rail, with plates and spikes for same. Address Box 10, Timmins, Ontario. 8-9

DR. BELL'S

Veterinary Wonder Remedies

10,000 one dollar (\$1.00) bottles free to horsemen who give the Wonder a fair trial. Guaranteed for Colic, Inflammation of the Lungs, Bowels, Kidneys, Fevers, Distemper, etc. Send 25c for Mailing Package, etc. Agents wanted. Write your address plainly. DR. BELL, V.S., Kingston, Ont.

\$2.00 a Year

24 Issues

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Manager Horse Dept.

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We have a large quantity of Second-Hand Rubber and Leather Belting in all sizes and plys up to 24 inches in width, which we can sell at interesting prices. Send us your requirements.

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138 York St. - Toronto, Ont.

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Cloth; new and second-hand clothing, equipment, hardware, tents, blankets, camp supplies, etc. Flour, jam, canned evaporated milk, tea, coffee, etc. Condemned clothing, junk, old brass, metals, leather, rubber, etc.

SALES WILL BE MADE BY SEALED TENDER

Persons desiring to tender are requested to communicate with THE SECRETARY OF THE WAR PURCHASING COMMISSION, BOOTH BUILDING, OTTAWA, stating the items in which they are interested, whether new or second-hand or both.

Arrangements will be made to have samples on exhibition at places throughout Canada; specifications, full details, and tender forms will be mailed when ready to those who have registered as suggested above.

IF INTERESTED PLEASE APPLY NOW

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Dominion, Provincial, and Municipal departments, hospitals, charitable, philanthropic, and similar institutions which are conducted for the benefit of the public and not for profit may purchase goods without tender at prices established by the War Purchasing Commission.

All communications should be addressed to the Secretary, War Purchasing Commission, Booth Building, Ottawa, who will be glad to supply lists and further details to those interested.

Door and Sash Machines For Sale

DOOR MACHINES.

1 Power Door Clamp with squaring attachment, manufactured by E. B. Hayes & Co.
1 Four Spindle Automatic Door Boring Machine (Improved), manufactured by E. B. Hayes & Co.

2 Cylinder Door Stickers—E. B. Hayes & Co.
2 Automatic Cut-Off Saws—Greenlee Bros.

1 Panel Raiser—Cowan & Co.

SASH AND FRAME MACHINES.

1 Two-Spindle Shaper Table.

1 Sash Sticker with three square heads and four Shimer heads, manufactured by E. B. Hayes & Co.

2 Power Feed Rip Saws—Cowan & Co.

1 Pocket Dado and Frame Boring Machine—Smith & Philips.

MISCELLANEOUS MACHINES.

1—12 in. Four-sided Sticker—Manufactured by Cowan & Co.

1 Five-Spindle Boring Machine—Canada Machinery Corporation.

1 Roller Double Cut-Off Saw—Canada Machinery Corporation.

2 Automatic Screw Driving Machines, No. 2—Reynolds.

1 Automatic Screw Driving Machine, No. 4—Reynolds.

1—36 in. Glue Spreader, two sided.

1—63 gallon Mixer.

1—Press, 12 in. x 52 in.

134 sets Retaining Clamps.

Machines in good condition and can be inspected at any time.

Write for prices and particulars.

CANADIAN WOOD PRODUCTS, LTD., TORONTO

Review of Current Trade Conditions

Ontario and the East

There are no particular features in connection with the market situation during the past two weeks. A better demand is reported for the upper grades of hard wood and some factories, particularly in the implement line and furniture lines, are getting busy, with the result that maple, oak and birch are enjoying a more active requisition. Retail lumber dealers report that there is a fair demand for building material, though it will be fully a month yet before it can be determined just what proportion the present building program will assume.

Practically all the logging companies have completed their winter operations and the timber has been placed alongside the streams ready for floating to the mills. On the whole, the past winter was favorable to logging in most sections, and not a few operators report that conditions were ideal. Considerably more timber was felled than at first was anticipated.

Prices in all lines of lumber are holding firm, and while business on the whole may be characterized as spotty, there is a feeling that values are going to be maintained and that lumber will command every dollar that it has been sold at during the past few months.

As stated in the last issue of the "Canada Lumberman" there have been heavy purchases of spruce and pine deals in the East at an advance of from 10 to 15 per cent. As soon as ocean tonnage opens up, there is no doubt but that there will be a concentrated effort on the part of manufacturers to take full advantage of the export situation. There has been formed in the West an association of leading lumber producers to take care of foreign trade. In connection with the large order of 70 million feet recently received from the Imperial government, all mills will participate in the business in proportion to their capacity. Last season at this particular time there was a great scarcity of men and many concerns wondered where they were going to get employees to operate their mills and drive their logs. This year, however, there is an abundance of labor and for the most part wages will be nearly as high as last season, due to underlying economic conditions.

There have not as yet been many cuts for the coming season sold, and very little is heard of the negotiations along this line. It is said some of the producers are more anxious to contract for their season's output than are the wholesalers to take aboard any huge consignments. It is admitted that the future is not at all clear and the trade is divided into two camps—those who see an unprecedented period of prosperity, and those who believe that the present tranquil state will continue for some time.

Business in the export line is beginning to look very much brighter and many inquiries are coming from timber merchants on the other side of the Atlantic, stating that they will require forest products along the general specifications which they followed previous to the outbreak of the war. Now that the timber control in Great Britain has been removed, the only barrier in the way of a large volume of trade, is the absence of adequate ocean tonnage. The St. Lawrence river is open once more for navigation and it is expected that there will be considerable improvement in the export business if only larger allotments of space are given for commercial cargoes. It is being asked by some Ontario concerns if the exporters of this province are getting a fair proportion of the space being offered from the port of Montreal.

In regard to the hardwood situation, there is a good demand for all thicknesses in birch, and the tone of the market is stronger than it was some weeks ago. There is also a moderate movement of oak and basswood, and the number of inquiries each week is increasing. One leading exporter in Toronto recently received an inquiry for five million feet of birch to be sawn according to order, the purchaser to provide the boats.

It is understood that about five million feet of timbers will be required for the construction of the harbor improvements in Toronto and that a large quantity of B. C. fir amounting to considerably over half this amount will arrive in Toronto during the next few days. It is reported that a well known eastern firm who specialize in Coast products, have recently received an order from the assistant British controller for ten million feet of fir and three million feet of spruce and that arrangement will be made by the purchaser for the water transportation of this large order.

There is quite a scarcity of No. 2 common fir boards from the West which are much in demand and also No. 1 and 2 common cedar

boards for which is quite a fair requisition in the East that is not being satisfied. The price for B. C. timbers keep up well and there is a moderate amount of Western stock moving. The market for shingles is fair.

In March there were 518 permits applied for in Toronto, as compared with 207 in the same month last year. The number of erections totalled 684, compared with 254 last year; while the respective values were \$1,004,40 and \$529,664.

The total value of permits issued this year to date is \$1,906,020, while last year to the same time it was \$1,281,911.

Great Britain

Quite a curious situation is arising out of the withdrawal of Timber Control, with liberty of action restored to the importer of buying where and how he likes. The agents, without exception, are opening negotiations with their shippers and endeavoring to get matters into trim for concluding contracts on and after April 1st next; but the importers, almost to a man, are refraining from actively assisting the agents for fear of making a false step, says the "Timber News." The cloud upon the horizon is the government stock to come forward during the summer. Later the particulars of these huge purchases will be made known, and if there are weaknesses in the specifications which can be strengthened, the importers will not be slow to take advantage of the position. Bridge players will see the analogy when we say that the situation is similar to that of waiting until "dummy" has put his cards on the table.

The danger of speculating need hardly be emphasized at this juncture. Prices are still three times higher than those in 1914, and it would be the sheerest folly to plunge in and buy goods for forward shipment only to find a little later on, that the Government buyer had fully anticipated the trend of the coming market and laid in ample supplies of the very same goods.

Many shippers in Scandinavia have great hopes of securing even better prices than those paid of late by the Government buyer—resting, possibly, under the illusion that between the cost of bringing forward Government purchases and their reselling values (based on the maximum prices less £3 15s. per standard), there is a margin which may be captured.

The fallacy of advancing f.o.b. or c.i.f. values to attain this difference can be understood when we say that no buyer in his senses would risk importing goods unless he can purchase upon better terms than the Government—better in the sense that his c.i.f. import cost must be below £3 15s. per standard, plus the £2 5s. allowed for landing—say, £6 per standard in all. Admittedly, the Government is making a small margin of profit, but directly the shipper attempts to capture this £2 to £3 per standard he drives away all buyers, who will just stand upon one side and pick up their requirements from the Government stocks to arrive, thus avoiding the risk of importation.

Nothing of greater interest has occurred since the establishment of Government control of the timber trade than the announcement by the Controller that his authority would cease after April 1st. After that time all timber, except pitwood, manufactured and semi-manufactured wood, may be imported without the necessity of obtaining import licenses.

This is in effect the liberation of the trade from the restrictions made necessary by the war. Just as difficulties arose over the transition from private trading to controlled trading, so the reversal of the process cannot be achieved with perfect smoothness. The Government had to secure a large stock of softwoods, both for war purposes and other national requirements. The disposal of this stock to the trade, now that the security of our wood supply is unquestioned, offers some of the chief difficulties of the new situation. There was a fear that the Controller would resort to public auction sales to realize the Government's holdings, but the statement that the goods will be sold after the end of the month at prevailing market prices appears to indicate that no such intention is held at present.

The general opinion in the trade is that such a method of selling huge quantities of timber would be against the interest of timber traders, and at the same time would do nothing to forward the Government's desire to oil the wheels of industry. National stock is estimated to reach 180/200,000 stds. To clear out these holdings to the trade will take a little time, particularly as the fresh arrivals of Government purchases are being taken over as they come in, or on f.o.b. terms.

Locally, there is not much alteration in trading, but after the end of the month a different state of affairs should arise. Spruce and birch



View of Mills in Sarnia.

BUY THE BEST

Retailers and woodworking establishments who like to get A1 NORWAY and WHITE PINE LUMBER always buy their stocks from us because we can ship them on quick notice. It pays to have the goods, but it pays better to "deliver" them.

We also make a specialty of heavy timbers cut to order any length up to 60 feet from Pine or B. C. Fir.

"Rush Orders Rushed"

Cleveland-Sarnia Sawmills Co., Limited

SARNIA, ONTARIO

B. P. BOLE, Pres. F. H. GOFF, Vice-Pres. E. C. BARRE, Gen. Mgr. W. A. SAURWEIN, Ass't. Mgr.

deals and planks to arrive within the next few weeks are in demand. The birch or hardwood planks are badly needed as the market has been starved for this description for the past two years. Several lots of Halifax deals are due very shortly, which will ease the situation.

Arrivals during the past week consist of silver spruce by the Princes Juliana; spruce by the Northland, from Philadelphia; pine lumber by the Empress of Britain, from St. John, N. B.; birch lumber by Melita, from St. John N. B.; spruce and pine lumber by the Scotian, from St. John N. B.; spruce by the Tamaqua, from Newport News; pitchpine logs and lumber by the Annam, from Savannah.

United States

There has been very little development of the lumber market of late and in most sections matters remain comparatively quiet. The feeling in the West is better and more optimistic than it is in the East, but, on the whole, trade is better than it was a month ago. The large mills and wholesalers are looking for a steady improvement from this out and there are few, if any, price changes to record. In New York state there has been fine weather and good traffic conditions, with plenty of labor. It is expected that the furniture business will be good in the near future.

Writing to the "Canada Lumberman," a leading authority in Boston says that spruce random has advanced by a dollar during the past few days although there does not appear to be much of it in stock. It is thought that the heavy sales of spruce in the Maritime provinces are having some influence and should have a good deal more effect later. Certainly there will not be nearly as much to come into the New England market as usual.

There has been a decided change for the better in weather conditions in the South. A steadily increasing number of inquiries for stock is coming out and the demand is of reasonably large proportions, and great enough, although a majority of buyers still hesitate and buy for immediate requirements only, to absorb practically all that is offered. Stocks, after the long interruption to logging operations, are lower than ever and prices generally are well maintained,

due as much to selling pressure as to an increased demand. Decidedly more interest in hardwood lumber is shown by building interests, following announcement of reductions in some lines of construction materials, which, although small, will go far to stimulate building. But most of the present demand comes from industrial sources. Furniture, automobile and vehicle manufacturers continue to be strong factors on the market and the millwork industry is taking an increased amount of material. The musical instrument trade also is buying heavily.

The volume of inquiries and of orders for southern pine has grown notably during the past fortnight, with the approach of spring in the northern territory; and the manufacturer and distributor are now more optimistic than ever over the outlook for domestic business, stimulated largely by the "Own a Home" movement which has spread throughout the country. As regards the foreign movement of southern pine, it is still comparatively small. Outside of Cuban, West Indian and Central American business, foreign demand has not materialized notably and is not expected to do so until after peace has been definitely concluded. In the meanwhile, production conditions at most centres in the South have been considerably improved, with the final cessation of the unprecedented period of rainy weather which has made life miserable in the South during the last several weeks and which has so hampered woods operations that many mills were forced to close down.

Canvasses of the situation reveal a building deficit in the United States at present amounting to more than \$1,000,000,000, the Department of Labor declaring that there is a shortage of at least 500,000 homes. This is a strong pressure on the market, which can be expected soon to assert itself. High prices, either real or imaginary, and uncertainty as to the result of hearings being conducted by the Industrial Board in Washington, hold back developments in the construction field that normally could not be thought of as postponed; but recent reductions in certain material prices, as for instance of steel, cement, plaster, sand and gravel, have wonderfully stimulated interest in building, as is evidenced in the movement of the various construction woods.

Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD**

Ottawa Reports Larger Number of Enquiries

General conditions as to sales, trading and shipments, showed very little change in the Ottawa lumber market during the first two weeks of April. Taken all around there is no reason for depression being felt from the manufacturing to the retail end, except on account of labor.

Inquiries principally from the United States continued good if they did not show an increase, but orders following them were slow. The principal demand of the whole market was for mill run and the better grades. Any depression was in mill culls, spruce, and white pine box boards.

Information of an indirect character reached the trade, to the effect that from four to five million feet for export purposes had changed hands down east. As affecting the local market the apparent effect will not be large, but lumbermen point out that everything that is exported leaves so much less stock in Canada and consequently if the demand arises that it will at least insure present if not higher prices being received. On the other hand there was what was generally considered the "loss" of the portable house order which would have consumed many million feet of lumber.

From the manufacturing end the "loss" of the portable house consignment means considerable, inasmuch as any one mill or plant could hardly supply all the stock of a certain grade that was wanted. For instance, perhaps two, three, or four grades of certain lines might be required. One mill might not have all on hand that would be wanted. Consequently the business would be distributed and the whole industry from the manufacturer would have a chance to benefit in the sale of these certain grades. Further assuming that the grades required were pretty well cleaned by the portable house order, and another customer came along and wanted the same grade he would either have to pay a higher price or take a substitute in another line which might at the time not be "moving." Thus the general tone of the whole market it would appear would be more or less stimulated.

The demand which it was predicted in war years would come the first spring following the cessation of hostilities in Europe, was largely built up on the assumption then, that there was bound to be

a great revival of building. Consequently building lines which were then remaining inactive would "shoot up." This assumption, so far as the Ottawa market is concerned, is only partly borne out as yet.

Building in Ottawa while it is heavier than during the war years did not during the first two weeks of April show promise of reaching the "peak" set for it by dealers during the war. Among the big new structures which are under way at Ottawa are that of C. Jackson Booth located at the corner of Bank and Slater Streets and Lowe Theatre.

One bright spot as affecting the general situation is that real estate trading in residential properties is showing considerable activity, though big commercial deals are few and far between. So far as the real estate activity had reflected itself on the market the chief demand was for lumber for repairs or alterations.

Frequent inquiries came through from the United States during the period asking quotations on white pine deals. There are only four mills in the Ottawa valley which would be affected by such an order, John R. Booth, W. C. Edwards & Co., Hawkesbury Lumber Co., and the Pembroke Lumber Co. The majority of the stock of deals these plants manufacture is usually a matter of annual purchase by certain wholesalers. The view taken by the manufacturers of deals was that the new inquiry was probably only one of several grades that a United States exporter had been asked to quote on.

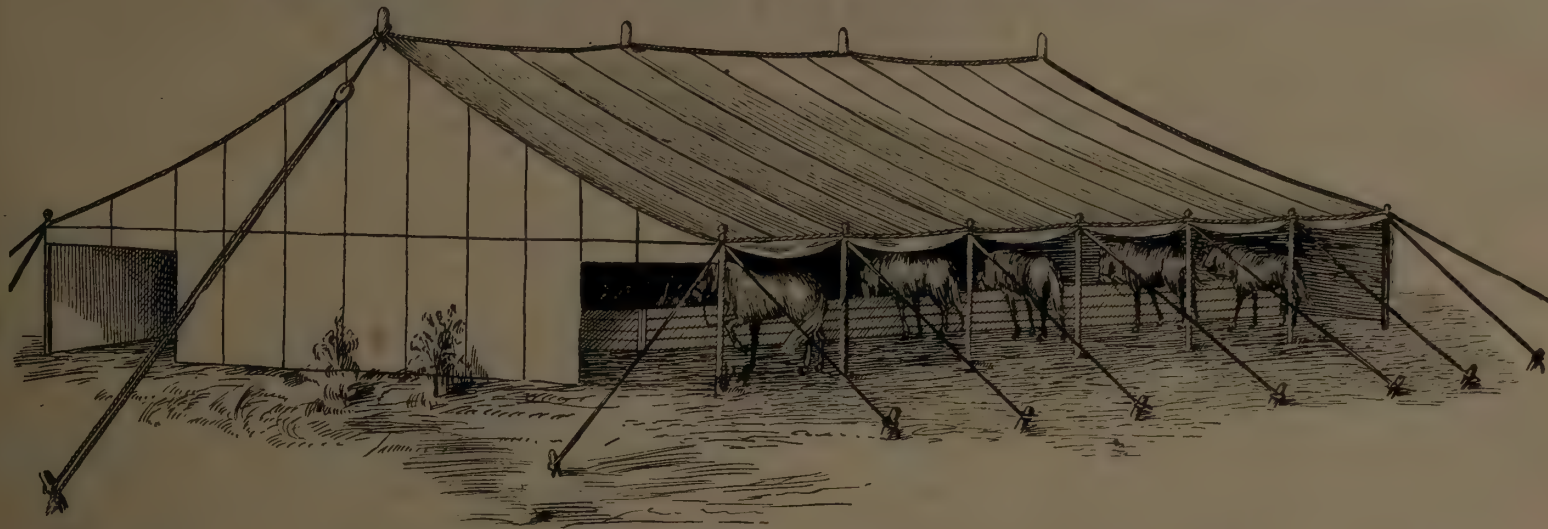
Another feature that the Canada lumber has heard of which may partially explain the slow demand for building stocks is the practise of the Government in selling or offering for sale its stocks of lumber used in the construction of military camps, etc., which is no longer required. According to one leading manufacturer the price that the government is selling this used stock for is actually less than what it would cost to manufacture today. Sash and door, shingle and lath together with boxboards remained slow.

Montreal Declares Some General Improvement

There is a very slight improvement in the Montreal market. The building season had a setback owing to a very heavy snowfall, retarding operations which had been commenced. Local trade is still slow, with the yards only buying for immediate requirements and

STABLE AND STORAGE TENTS

HORSE COVERS--TARPAULINS



WE ARE READY With a Full Stock of River Driver, Cookery
and Sleep Tents, Tarps and Straw Ticks

WOODS MANUFACTURING CO., Limited
Dept. "D," OTTAWA

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All Kinds of Fresh Meats,
At All Times,
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By Means of Our Refrigerator Car Deliveries.

Place with us your orders for—

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Canada Food Control—Blanket No. 165

with stocks on hand very small. The building supply houses report more inquiries, but it remains to be seen whether the prospects will materialize. The high cost of building is a deterrent on work going ahead. There is a movement to get supply houses to reduce the prices of their commodities, and a special committee of the Montreal Association of Building & Construction Industries hope to shortly announce reductions. It is recognized, however, that there is no chance of lumber prices coming down.

Lumber prices remain very strong, and the general view is that they are likely to continue on a firm footing. Some wholesalers, however, doubt whether it will be possible to keep them at such a high level during the whole of the season, this opinion being based on the ground that such stiff quotations will check the demand except for absolutely necessary supplies. In the absence of buying orders, it is argued, prices will recede. This view does not take into account the short supply and the effect on the market of the enormous purchases for export.

There are reports of very extensive sales of lumber in Quebec Province and the Maritime Provinces for export account, the British government, it is stated having purchased in the region of 600 million feet of spruce. The export firms are looking forward to a busy season, although the steamship companies are not yet in a position to state what amount of space will be available at the opening of navigation. Indications are that freights will be high, rates being based on dollars and cents instead of sterling.

During the month of March the building permits totalled \$228,208, a decrease of \$13,452. For the first quarter of the year the value was \$440,102, an increase of \$5,287.

Canada still continues to be a heavy exporter of pulpwood and pulp. For the month of January, the latest return available, pulpwood to the value of \$972,129 was sold to foreign buyers, this being an increase of \$484,653. During the 10 months of the fiscal year the total was \$12,567,357, a gain of \$5,148,085. The exports of chemical pulp and mechanical pulp in January were respectively \$2,193,194 and \$362,322, increases of \$864,371 and \$72,826. For the ten month period there was a gain of \$10,304,437 in chemical pulp and a decrease of \$1,628,209 in mechanical pulp.

St. John Reports Very Busy Season Coming

Although the last four weeks have seen but few sales of deals for United Kingdom points, in as far as St. John is concerned, still the market has not weakened, and it has really shown the buyer and the seller the position of the lumber situation in St. John and the eastern provinces.

One thing stands out very plainly. There is no overproduction of lumber and there will not be even when all of this year's logs are sawn, provided they all get to the mills. This is not at all likely, as driving has yet to be started and finished, and it always leaves room for doubt, until such times as the drives are finished and the operator can count and find out where his logs have arrived.

Another factor is that logs have certainly cost more than ever before in the history of logging—much more than the operator had figured on when he started and even along through the winter; also the laborer is today asking further advances in wages and shorter hours. Certainly raw material and wages show a much larger cost to the manufacturer than ever before. He must therefore either receive a greater price or hold his lumber, which he is not at all anxious to do.

During the last four weeks sterling exchange has taken a drop, and should the seller be forced to take English funds for his lumber, he would lose from \$1.25 to \$1.50 per M. ft. in exchange alone. The British Government has during the last ten days withdrawn its hand from the control of lumber and placed it back upon a free trading basis as before the war. The last two conditions have no doubt made the purchaser hesitate about buying since he has been waiting to see what result these two conditions would have on the market. At the present writing Exchange is in better shape and getting normal.

A better and more optimistic feeling has taken hold of the market, and unless buyers purchase their supplies pretty soon, there will be little left for the market. American prices are advancing and more inquiries are coming to hand with also a better feeling from that market.

All the St. John mills will be in operation this summer, providing nothing occurs to stop them. Stetson, Cutler & Co. will operate three mills, having just purchased the Chas. Miller mill. Murray & Gregory, Ltd., will operate their own mill and have leased the Miller-Moore mill, which is now being put in commission. J. E. Moore will also operate Pleasant Point mill and Randolph & Baker will begin sawing before very long.

All of the foregoing are now moving except Randolph & Baker and they will begin about May 1st, 1919. This will give a turnout of about 450 M. feet of lumber per day.

Locally as far as factory business is concerned the last four weeks have been much the same as the past winter. During the past week

a turn for the better has taken place, and unless labor troubles crop up, all hope to see a resumption of local building and a return to pre-war conditions. Certainly there is not going to be any less prices for a long time and those who intend to build might as well begin now as any time.

Forest Fire Protection is First Essential

Dr. C. D. Howe, Faculty of Forestry, University of Toronto, at the recent annual meeting of the Commission of Conservation, pointed out some highly significant facts in regard to the conservation of the wooded wealth of Canada of which so much is heard and so little really known. He showed that not only is the present supply of pine, spruce, and balsam diminishing rapidly, but that the methods of logging and the repeated ravages of fire are killing off the young trees. The result will be in a few years the end of an industry which is exceeded only by agriculture and manufacturing as a producer of wealth to the country.

People are aware in a general way of the enormous loss to timber caused annually by forest fires, but the most destructive effects of these fires are not generally recognized or appreciated even by those who have our forests in their keeping. It is the repeated fire which is the most vicious agent of destruction, for it kills the young trees which are to make the future forests, and it also kills the mother or seed trees, which might if allowed to live replace the young that are destroyed. He examined 80,000 acres of cut-over and burned-over pine lands in the central portion of old Ontario and found 110 young pine trees on the average acre of areas burned over once; 14 pine trees per acre on areas burned over twice; 7 pine trees per acre on areas burned over three times, and only 3 pine trees on the average acre of areas burned over four or more times. It will take several hundred years for nature to restock these areas with pine.

"This is not an exceptional case. Repeated forest fires are producing similar results on thousands of square miles throughout the Dominion. One-half of our commercial timber lands have been burned. Even if there never were another forest fire, one-half of our future supply of timber should come from these burned areas. Every fire decreases that possibility by destroying the young commercial trees. We have not only killed the commercial, revenue-bearing trees on one-half the timber-producing areas in Canada, but our forest policy has been such that we have virtually decreed their children shall not live," said Dr. Fernow.

The original forest in the St. Maurice Valley was dominated by white pine from 3 to 6 feet in diameter and from 100 to 150 feet high, towering 50 to 75 feet above the associated birch, maple, spruce, and balsam. Judging from the stumps left, the trees ran from 5 to 30 per acre, but today there is only an odd pine standing on some inaccessible bluff. The original giants have disappeared from the forests, and, worse still, no young pines are rising to take their place. In order to prosper the pine requires plenty of light overhead, but the openings made in the forests by the removal of the original trees were allowed to fill up with hardwoods, which overshadowed and stifled the young pine shoots.

It was further shown by Dr. Howe that both spruce and balsam were also in danger of extinction. Taking 97 acres of severely culled areas from which 26 spruce trees per acre had been removed, he found that the present number of spruce trees per acre was: seedlings below half-inch, 422; half-inch to three inches, 28; four inches to seven inches, 19, and eight inches to eleven inches, 7. Although the total came to 477 new trees, it will be noted that the mortality increased very rapidly with the growth of these trees. The net result is that there will be only 7 spruce trees to take the place of the 26 per acre removed by logging operations. Taking the same severely-culled areas based on sample plots totaling 97 acres from which 32 balsam trees per acre had been removed, he found that the present number of balsam trees per acre was: seedlings below one-half inch, 2,477; half-inch to three inches inclusive, 58; four to seven inches, 27, and eight to eleven inches, 12. Apparently there would be over 2,500 balsam trees per acre to replace the 32 removed, but again the rate of mortality increases so rapidly with the growth of the trees that there will really be only 12 trees per acre where 32 had been taken away. Moreover, 7 out of the 12 will be so diseased to be unfit for pulpwood, so that the net result will be only 5 pulpwood-bearing balsams where 32 were originally.

Dr. Howe states that the fundamental problem is how to guard the forests properly from fire; that in the last decade about \$10,000,000 have been spent in protection, and yet that the forest has been so unsafe for trees through destruction by fire that there is apprehension of serious curtailment, perhaps exhaustion, of our timber supply. He declares that without adequate fire protection it is only a waste of time to discuss methods of forest conservation.

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Will Continue in Timber Operations

Major-General Alexander McDougall, former director-general of timber operations in England and France, and his brothers, Col. Kenneth McDougall and Mr. Samuel McDougall, of Ottawa, intend going into the timber business. They have secured an option on a tract of land in Quebec measuring 620 square miles, or 396,800 acres. Col. Kenneth McDougall is now at the place and Mr. James (Beaver) Callahan, the well-known timber cruiser of Belleville, who served four years overseas in the C. E. F., has gone to join him.

According to reports received from those inspecting the land the timber will mostly be useful for pulp purposes, although the cruisers say that some of it will be worth converting into lumber.



Major-General McDougall,
Director-General of the C. E. Corps

The land is on the north bank of the St. Lawrence, about 260 miles northeast of Quebec. While the brothers McDougall have not definitely announced their intention to purchase these particular timber rights, it is considered highly probable that they will do so.

In the meantime a syndicate of Canadians mostly officers of the Forestry Corps have formed a company to handle the timber waste in England left from the operations of the corps.

A contract has been taken from the British Government to get out all the slabs and manufacture into lumber all the timber left over in the rush of war. It is believed that 20,000,000 feet of lumber will be supplied as well as 100,000 tons of fuel wood.

Men of the Canadian Forestry Corps who desire to enter the employ of the syndicate may be demobilized in England and will be paid Canadian wages. They will receive their war service gratuity, but will forfeit their return passage. Among the officers of the syndicate are Colonel "Barney" Hepburn, of Picton; Col. Gerard Verner White, of Pembroke; Major-General McDougall, and Colonel Kenneth McDougall.

Extension Would Tap Vast Wooded Wealth

At the recent convention of the Ontario Associated Boards of Trade held in Toronto a resolution which found instant favor with the meeting, and which was outlined at some length by its mover, A. T. N. Taylor of Cochrane, asked that the Ontario Government be urged to extend the Timiskaming & Northern Ontario Railway from Cochrane to James Bay. Mr. Taylor pointed out that the route would only have to be from 165 to 183 miles in length, with its northern terminal at Moose Factory, and that it would be the means of developing an enormous tract of country teeming with forest and pulpwood wealth, besides almost unlimited water power. In addition, he claimed that an outlet, open six months in the year, would be provided from Ontario and the West to the Atlantic, by which a vast quantity of the country's products could be handled.

Japan Can Use Good Clear Spruce Lumber

Writing from Yokohama, Canadian Trade Commissioner A. E. Bryan says there is a good demand for aeroplane lumber in Japan. In a recent communication to the Department of Trade and Commerce, Ottawa, Mr. Bryan says in part:—

During the last two years Japan has been giving special attention to aviation. While the war was on, the authorities had to be content with studying the art at home with the few aeroplanes that they were

able to obtain prior to the year 1915. At the same time they sent officers to the various European fronts to learn as much as possible from observation.

Arrangements were made with France that as soon as the war was over, a party of experienced flyers should be sent to Japan to teach the Japanese. In January last a party of some fifty or sixty French flying officers arrived in Tokyo, and these men are now instructing at the various Japanese aerodromes. As there are only a few up-to-date machines in this country, the party from France brought their own aeroplanes with them. The coming of the French mission, as well as the various foreign experts who have given exhibition flights here in the past, has aroused the keenest interest in aviation. Just at present the Aero Club of Japan have Miss Ruth Law out here giving exhibition flights.

During the war the authorities were not able to get aeroplanes from manufacturers in America and Europe, who were all busy on war contracts. Since the armistice, however, they have imported a few up-to-date machines both from England and America.

It has now been decided to build aeroplanes in Japan. The authorities intend to build 600 planes during this year. The engines are to be imported from abroad, but the ensilages will be built here entirely. This will mean a new market for Canadian aeroplane spruce and also for the many materials and parts necessary for aeroplane construction, such as wire, screws, bolts, nails, forgings, stampings, turn-buckles, varnish, aluminum, rubber, "dope," etc.

From the standpoint of geographical position, as well as from experience, British Columbia is the point from which all spruce for aeroplane construction should emanate.

The spruce lumber would no doubt have to be all "clear," and that which would not pass the test for aeroplane lumber would have to be culled before shipment.

As regards the many accessories, which require to be of such fine quality and so exact in detail, there are many firms in Canada who have been making parts for Canadian aeroplanes, and who should be in a good position to handle inquiries of this nature.

As the authorities intend to begin their aviation campaign at once, Canadian exporters should lose no time in answering these inquiries. The Canadian Trade Commissioner, Yokohama, will be pleased to receive samples of any aeroplane parts, and will show them to those interested.

British Markets Open Until September

Until September the Dominions enjoy complete freedom of entry to British markets, as compared with the partially restricted entry of neutrals and allies. It is hardly necessary to urge on Canadian manufacturers that they should take the utmost advantage of their present opportunity.

Miscellaneous Matters of Much Interest

Recent tests made by the Forest Products Laboratory of the United States Forest Service have demonstrated the feasibility of using waste hemlock bark from paper mill operations for tanning purposes. The utilization of paper mill bark for such purposes would mean a source of income for the mill from a material which is now of little or no value. In many cases it would also be the solution of a serious problem of stream pollution.

An interesting announcement in a British journal is that the Bamboo Paper Co., Ltd., has been registered, with a nominal capital of £20,000 in £1 shares, to enter into an agreement with Thomas Nelson & Sons, Ltd., and to manufacture and deal in paper pulp from bamboo and other materials.

With the announced purpose of ridding all logging camps and lumber camps of the state of Industrial Workers of the World and Bolshevik sympathies, a state convention of the Loyal Legion of Loggers and Lumbermen will be held soon in Seattle. Government officials, it was said by members of the legion planning the convention, have listed some 35,000 alleged radicals in the state logging camps and mills. "We intend to make these camps and mills employment places for only 100 per cent. Americans," one official of the league said recently.

Fire Marshall Heaton's returns for the month of February show that there were 708 fires in Ontario, causing a total loss of \$496,783, of which \$364,109 was covered by insurance. There is a marked falling off both in the number of fires and the aggregate loss, from the figures for the same month of 1918, when there were 887 fires, and when the loss was \$956,846, of which \$750,380 was covered by insurance.

The forests of the Caucasus in Russia are estimated at 12,000,000 acres, chiefly in the Black Sea territory, which is at the rate of nearly twenty acres to each inhabitant.

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EDGINGS

Ontario

The Wilson Lumber Co., Toronto, have opened an office at 630 Confederation Life Building.

The Abitibi Power and Paper Co., of Iroquois Falls, Ont., are contemplating erecting some forty workmen's dwellings this summer.

The capital stock of the Mattagami Pulp and Paper Co., Limited, whose 150 ton sulphite pulp mill is located at Smooth Rock Falls, Ont., has been increased from four to seven million dollars.

The sawmill of A. M. Shaver, of Ancaster, Ont., was recently destroyed by fire. The loss is about \$15,000, and the owner will rebuild as soon as possible, and is in the market for equipment and materials.

John Whitfield Co., Limited, has been incorporated with a capital stock of \$250,000, with head offices in Toronto, to carry on the business of chain makers, mechanical engineers, woodworkers, shipbuilders, etc.

As the result of a conference held recently in Ottawa it was decided at once to call for tenders for two hundred and fifty thousand ties to be used in connection with the further construction of the Hudson Bay Railway.

A charter has been granted to the Kawatha Lumber Co., Lakefield, Ont., with a capital stock of \$40,000 to carry on a general lumber, timber and wood products business. Among the incorporated are Gabriel J. Elmsley, of Toronto, E. R. Tate, of the township of Douro, and J. F. Lillierap, of Lakefield.

The Muskoka Wood Mfg. Co. of Huntsville, have recently been adding to their plant and are now in a position to turn out fifty per cent more flooring than in the past. Their product is widely known as the "Red Deer" brand hardwood flooring. The company have also considerably increased their kiln capacity during the past winter.

A charter has been granted to the Chippewa River Timber Company, Ltd., with headquarters in Toronto, and a capital stock of \$500,000, to carry on business of lumbering in all its branches, and to manufacture and deal in logs, timber, pulpwood, shingles, pulp and paper, etc. The provisional directors of the company are Frank Denton, K.C., A. A. Macdonald and Frank W. Denton.

Jesse Thompson cut down a walnut tree on the Colonel Gilbert farm, near Port Dover, which measured five feet in diameter at the base. In addition to yielding two logs, one fourteen feet long and the other twelve feet long, some of the limbs are two feet in diameter, and will be utilized. The stump will also be dug out, and will command a good price. The tree was planted by Colonel Gilbert 87 years ago.

A federal charter has been granted to Midland Woodworkers Limited, Midland, Ontario, with a capital stock of \$500,000, and headquarters in Toronto. The new concern is empowered to manufacture, buy, sell, and deal in wooden, corrugated paper and fibre board boxes, shooks, lumber, woodwork, wood products of all kinds, and to acquire and operate saw mills, planing mills, box and woodworking plants, timber limits, etc.

A provincial charter has been granted to Langstaff, Schurg and Company, Limited, with head offices in Emo, Ont., to carry on the business of saw mill proprietors and timber merchants, and to manufacture and deal in all kinds of wood, wood products, etc., as well as to conduct business as ship owners and carriers. The incorporators of the company are Richard C. Langstaff, Frederick Doman, Charles T. Schurg and William F. Sullivan, all of Emo, Ont.

The old wooden steamer "Cataract," which had been idle for years, and had not earned a cent since 1910 for her owners, F. McGibbon & Sons, lumbermen, certainly had a reincarnation when the "Majestic," aflame from stem to stern, bore down upon her on the sandbar in Sarnia bay, the "bone-yard" where lay many an old hulk, on December 15, 1915. She caught fire, and her owners sued the Northern Navigation Co., owners of the "Majestic," for \$7,000. Mr. Justice Kelly has given judgment for \$500 and costs.

A. G. Pounsford, manager of the Port Arthur Pulp and Paper Co., who recently returned to Port Arthur from an extended visit to the East, states that the erection of a paper mill, in addition to the sulphite plant now in operation at Port Arthur, is assured by 1920. It is not likely that anything will be done this season, but next spring construction will begin on the new project which the company have had under consideration for some time. The plans are all prepared for the ground work, and it will be decided whether the plant will be a one-machine one or a two-machine one.

The "War Toronto," one of the fleet of forty-six wooden war freighters being built at different points in Canada, steamed out into Lake Ontario recently on her trial trip. It is just seven months since the freighter was launched, and it is expected that she will be on her way to England before long to take part in coastwise trade. She was built by the Toronto Shipbuilding Company, and her successful trial closes the "war boat" program of that company. She is a 3,000-ton boat, built to the maximum canal size of 260 feet length and 42-foot beam. Like her sister boat, "War Ontario," she has proved in every way satisfactory to her builders.

Eastern Canada

Benoit & Mathieu, Montreal, P.Q., have been registered. A. Benoit and J. L. Mathieu are interested.

Considerable shipments of lumber are being made from St. John to transatlantic ports and if tonnage can be secured there will be great activity at other provincial ports as soon as the ice runs out of the river.

J. D. Walker, who bought the mills and property of the Swedish-Canadian Lumber Co., will repair the mill at Rexton and do some sawing during the coming season, and other mills in Kent County, N.B., will also be busy, with a better outlook than for several years.

The Sautauriski Lumber Co. Limited, with a capital stock of \$200,000, and headquarters at Donnacona, Que., has been formed to carry on in all its

branches the business of a manufacturer and dealer in logs, lumber, timber, pulp, pulp wood, paper and other products of wood and pulp.

A charter has been granted to Joseph A. Daoust, Limited, with headquarters at St. Anne de Bellevue, Que., and a capital stock of \$20,000, to carry on the business of operating saw mills, shingle and lath mills, as well as to manufacture, sell and deal in pulp and paper and general wood products.

The Wilson Box Co. Limited, St. John, N.B., are completing an addition to their box factory at Fairville, N.B., in order to accommodate their steadily growing business. Their output will be increased by about fifty per cent. The company intend going after a greater volume of export shook business.

Les Ateliers de Menuiserie d' Amos, Limitee, has been incorporated with a capital stock of \$20,000 and head office in Amos, Que. The company is empowered to carry on a general lumber business and buy, sell and deal in timber limits, pulp mills, etc. Among the incorporators are E. Sicard and George Nevue of Amos, Que.

F. N. McCrea, M.P., who is president of the Brompton, Pulp & Paper Company, East Angus, Que., recently spoke on the tariff. He said he was a manufacturer and would be only too glad to have free trade in his own line of business, but if there was going to be free trade it ought to be uniform. Some industries were not prepared to compete against the world.

With the first full cargo of pulp to leave Canada for over two years the steamer Gyp sailed recently from Halifax for Gravesand, England. Although many shipments of pulp have been sent over of late, this is the first full load. The Gyp's cargo consisted of 4583 tons, including 2282 tons of wet mechanical pulp, made in Nova Scotia. The remainder was sulphite pulp, from Ontario.

The Council of the Woodlands Section of the Canadian Pulp and Paper Association have decided to hold the summer meeting at the end of June at Berthier, taking advantage of the offer of Mr. Piche to loan the large building at the Berthier Nurseries for this purpose. The section, at the same time, have received a very cordial invitation from the Laurentide Company to visit their nurseries.

La Compagnie des Terrains de Vimy, with a capital of \$150,000 and headquarters in Montreal, has been organized. Among the powers of the company are to construct dwelling houses and other buildings, and to acquire, hold and operate a factory and a sawmill and manufacture, sell and deal in rough or sawn lumber. Among those interested in the organization are Charles A. Prieur, P. E. Baribeau and L. D. Clement of Montreal.

There is a boom in the deal business at Parrsboro, N.S., following the lifting of the embargo on exports and lumber shippers are chartering all the large schooners available. The number is not large, however, because so many of these vessels are engaged in the South American and South African trade. Vessel builders are rushing vessels now on the stocks along that shore to completion as rapidly as possible. Some spot vessels have been chartered at large figures. Between 20,000,000 and 30,000,000 feet of deals await shipment from Parrsboro.

The report of the Union Bag and Paper Company, of which the St. Maurice Paper Co., of Three Rivers, P.Q., is a subsidiary, shows net earnings for last year of \$2,619,173, against \$3,131,106 the previous year. For the first time, the income account includes dividends earned on the company's holdings in the St. Maurice Paper Company, amounting to \$46,875, bringing total income, after depreciation amounting to \$460,710, to \$2,205,337. After various deductions the amount available for dividend, \$1,416,710, is equal to 14.3 per cent. on the capital stock compared with 21.4 per cent the previous year.

Western Canada

The Imperial Lumber Yards, Ltd., Moose Jaw, Sask., have obtained a charter.

H. Pearce and Edworthy Bros., dealers in lumber at Kinistino, Sask., have sold out to the West Lumber and Supply Co. Limited.

A. Barr is erecting a sawmill on his property, situated near the Ferndale school, some miles to the north-east of Mission. The mill will have a capacity of 20,000 feet.

The auxiliary schooner Cap Nord, which was built at North Vancouver, will load lumber at the mill of the Cameron Lumber Co., Victoria, for South Africa. She carries about 1,500,000 feet.

Mark Christensen & Sons have bought Chas. Oliver's sawmill at the Jewel mine, and moved it to their ranch near Boundary Falls, B.C. They have enough timber to make four million feet of lumber.

The plant of the Eburne Sawmills, which was destroyed by fire last July, has been rebuilt and is again in operation. P. D. Roe, of Port Moody, is one of the principals. The new mill's capacity is 100,000 feet daily.

The New Westminster Construction and Engineering, Ltd., have launched the steamer Victoria from the Poplar Island yard. She is the second of five wooden vessels for the French government. The first was launched last month.

Vancouver lumbering interests have leased the Prince Rupert Lumber Company's plant at Seal Cove. After a period of idleness for some time past it is stated that work will be resumed, the new lessees planning to put the plant in perfect working order.

A. E. Millington, who for the past two years has been manager of the Whalen Pulp & Paper Mills, Swanson Bay, B.C., has retired and has been succeeded by K. J. Carney, resident manager. Mr. Millington was presented by the superintendents and foremen of the company with a diamond pin.

Eight of the 27 wooden steamers built on the Columbian coast to the order of the Imperial Munitions Board since arrival in the United Kingdom, have been sold to the French Government. The last of the Imperial Munition Board's fleet to be completed at Victoria left recently on her maiden voyage to the United Kingdom.

The British Columbia lumber trade to Australia is showing a tendency to get back to the normal traffic of pre-war times, and it is expected will exceed the demand of those days. The initial cargoes this year are being carried by three steamers handled by the Canadian-Australasian Royal Mail line. When the Werribee, one of the steamers, reaches Australia a total of 690,000 feet of British Columbia lumber will have been shipped to Australia. It is believed an active demand for lumber from B. C. will soon arise in New Zealand also.

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Spruce, Pine, Birch, Maple

and Winter Cut Basswood

1917 Cut

In All Thicknesses and Widths

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Genuine Long Leaf Yellow Pine Oak and Hardwoods Fir, Pine and Spruce

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Also White and Red Pine, Spruce, Hemlock, Banksian Pine, Birch, Maple, Rock Elm, Oak, Yellow Pine, Railway Ties, Fence Posts, Poles and Piling.

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We manufacture and install systems complete

Write for information

Toronto Blower Company

156 Duke St., Toronto

Centre of Timber Interest on the Pacific

Canada is Coming Source for Greater Part of Lumber Supply of Neighboring Republic

Attention is officially called, in a pamphlet issued by the Secretary of Agriculture, to the increasing investment of American capital in the timber resources of Canada, and the diminishing supply of timber in the United States, says a recent despatch from Washington. That it will be but a short time until more of the lumber supply of the United States will have to be drawn from the forests of Canada is plainly indicated in this pamphlet from the pen of Henry S. Graves, Forester in the Forest Service of the United States.

Already the Pacific Coast is being relied upon more and more for the timber which formerly was obtainable in the eastern part of the United States, and, according to Mr. Graves, it will be no long time until the centre of lumber production in the United States will move to the Pacific Coast.

Leaders of the southern pine manufacturers state that the bulk of the original supplies of yellow pine in the South will be exhausted in ten years, and that within the next five to seven years more than 3,000 lumber plants in that section of the United States will go out of existence.

The white pine of the Lake States is fast approaching exhaustion, and the spruce situation is already so serious that Douglas fir from the Pacific Coast is being shipped 3,000 miles into the New England States and competing there with such local spruce as is obtainable. It is estimated that the Lake States, which only a few years ago were the greatest producers of timber in the United States, are to-day paying a freight bill of about \$6,000,000 a year to bring in lumber and kindred products from outside sources.

With the Canadian forests much closer to the eastern part of the United States than are those of the Pacific Coast, it is not unnatural that Canada should be looked upon as the coming source for the greater part of the lumber supply of the most populous sections of the republic. Already there have been heavy investments of American capital in Canadian forests and within the last ten years at least 28 mills for the production of newsprint paper for use in the United States have been erected in Canada, mainly through the investment of American capital. The favorable tariff laws of Canada are said by Mr. Graves to be in a measure responsible for this American investment in the Canadian forests, but it is mainly because of the exhaustion of the American spruce and the abundance of it in Canada.

Britain and France have undertaken great plans for reforestation and the advice that is being given in the United States by the forester is to plant yearly vast areas of forests to replace those that are cut down. While Canada has not reached a point so near the exhaustion of its forests as the United States has, the expected heavy inroads of American demands upon her forests may reduce them much sooner than has been thought possible and in order to maintain her prestige as a lumber-producing country it may not be too soon to consider re-forestation even in a country possessing such marvellous timber resources as Canada.

Century Old Wooden Ship Still Floats

When iron and steel first came into use as material for ship-building it was thought that a vessel so constructed would last forever, or at least that it would outlive any wooden craft in all the seas; but experience covering more than a hundred years shows the contrary. Metal ships are rather short lived, while many old "hookers" of oak or other native hardwoods built in the first half of the last century are yet afloat and earning their way. Old sailors and shipbuilders say it is the live oak in their frames that keeps them together.

Since the little Philadelphia bark, True Love, which was built in 1797, disappeared from the American registry the honors of maritime age have been won by the little 45-ton schooner Polly, built at Amesbury, Mass., in 1804. The Polly had a remarkable career as a coaster, having carried, as some one has figured it, enough lumber, bricks and lime from Bangor, Rockland, Calais and other Maine ports to Boston to build a good sized city of wooden houses.

There was an interesting newspaper fiction of wide and persistent circulation to the effect that the Polly was a privateer in the war of 1812. But the Polly was a ship of peace and never fought anything but the elements. Some years ago she retired from the lumber lugging, having been purchased by a man who had an idea of taking her to the San Francisco exposition via the Panama Canal. That plan was abandoned, and now the Polly is hauled up somewhere in Massachusetts as a relic.

Several roly-poly little schooners, most of them under fifty, that were built at about the same time as the Polly, were afloat up to a very few years ago. There is in active service today the schooner Mary, of seven tons, built at Portsmouth, N. S., in 1811, and now hailing from St. George, Me. The Mary is of so-called "pinkey" model,

with bluff bows, a long "run" aft and a high, pointed stern like one of the caravels of Columbus. She is a fisherman, and has in her time made enough money to pay for a pretty good steamboat. Next comes the sturdy old coaster Hiram, built in 1819 at Biddeford, Me., from which port she carries lumber to Boston and other New England points.

The sturdy fleets of vessels launched from North Atlantic shipyards during the decade between 1828 and the Civil War have indisputably proved the durability and longevity of wood and things of wooden construction. The little schooner Signal, which hails from Patchogue, L. I., dates from 1828 and is still afloat.

Eleven of the craft launched between 1850 and 1860 are still alive, the list being headed by the famous old yacht American, built in 1851. Many vessels built during the Civil War or immediately following, are yet in service, among them the A. F. Kindberg, of Bangor, which at the age of 50 years was considered a good New York coaster, and lately has been on the Gulf and West India trade.

Some Pointers on Business Letters

Everyone in writing a letter should have clearly outlined in his mind before beginning, first, all the available facts bearing on the subject, and second, as much as possible about the personality of the house to which he is writing.

The ordinary letter should be written with two things always in view—to say clearly, completely, and briefly what you want to say, and to say it so that you will leave a favorable impression in the mind of the man to whom you write.

The four most dangerous errors I would clearly class as follows: Familiarity, jokes, unnecessarily committing your house to a policy, and fourth, an unpleasant impression when your letter is read. Rarely is it necessary to write so that the man at the other end will be turned down point-blank or criticized. The occasion for such letters is infrequent, and they should always be written by one who is recognized as holding a position of authority and responsibility.

The danger in familiarity lies in your complete uncertainty as to the mood in which your letter will find the other man. There is nothing quite so risky in a business letter as a joke, for the reason, again, that you can never guess just what the conditions will be when your letter is read.

Make your language simple, your wording clear, and your sentences short, and above all put yourself in your customer's place, and give him the information he wants.

The Pulp Market is Not Very Brisk

Advices received from the management of the Chicoutimi Pulp Company, of Chicoutimi, Que., the principal subsidiary of the North American Pulp & Paper Companies' Trust, are to the effect that plants are suffering from low water and consequently are only operating about one-third of the normal. Practically no orders are being received from the United States. Buyers there are in a nervous condition, and, as most of the paper mills are running on low production through lack of orders they are only buying from hand to mouth. The consequence is that the Chicoutimi production is accumulating at present.

The prospects are reported to be fairly encouraging. The demand for the company's product in England and on the Continent is quite active, so that, with the opening of navigation, provided steamers can be obtained freely, they should have no difficulty in disposing of their output, together with the quantity already accumulated. In the nature of things also the demand from the United States must revive in the near future, as soon as stocks on hand are used up.

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INTERNATIONAL GEAR COATINGS. Protects the gear. One application lasts over a year.

INTERNATIONAL WOOD PRESERVATIVE.

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BETSON HI-HEAT CEMENT. For laying up Fire Brick for hard service. Also successfully used as a facing for fire brick in the boilers.

Write for Prices. Car load stocks carried in our new Toronto Warehouse.

Our Engineering Department is at Your Service.

International Chemical Company
44-46 Lombard St. - Toronto, Ontario

The Coming Roofing

IN fact, they have already arrived :
In 1917 we doubled our output of Asphalt Slates over 1916, and 1918 was double 1917.

These were war years, remember—when the demand for roofing materials as a whole fell off. The fact that the demand increased so largely during the war period indicates how strongly “the wind is blowing” in favor of

Brantford Asphalt Slates

There is going to be a big and growing business in Asphalt Slates done by lumber yards. We have a number of lumber dealers now who are handling our line and finding it a brisk seller and a good profit earner.

You will find it quite easy to sell this fire-resistant, economical, durable roofing material at the same time you are selling the lumber for the house, barn or other building. Brantford Asphalt Slates are permitted to be used in the congested districts of cities where the most rigid fire protection by-laws are in force. This is an advantage that adds greatly to their saleability.

In addition to this, Brantford Asphalt Slates add beauty to a building. They are in soft, harmonious red and green shades—and the crushed slate surface gives a roof a distinct and artistic individuality.



Brantford Asphalt Slates are easily handled and quickly laid. They are in **Individual size** shingles

Brantford Asphalt Slate Slabs are **four shingles in one**. They are particularly suitable for large roofs, because they save time and labor in laying and require fewer nails. When laid the roof has the same appearance as when covered with the individual asphalt slates.

Brantford Crystal Roofing is the same material in Rolls. It is a big seller for barn roofs.

We suggest that you put in a small stock to try out the line. Lumber dealers who have done so have found that Asphalt Slates do not conflict with their regular business. Instead, they have found that being able to supply the Asphalt Slates gets them extra business.

We would like to send you samples, prices and information.

Brantford Roofing Co., Limited

Head Office and Factory: BRANTFORD, ONTARIO
Branches at Toronto, Montreal, Halifax, Winnipeg

The Ideal Edger for Light Mills

Specifications

Our new Double Edger is built on entirely new lines, and possesses many features that commend it to mill men. The saving in material alone will soon pay for the machine. The output of a mill with this machine can be increased by one-third. It is best adapted for medium-sized or portable mills that cut from 5,000 to 25,000 feet of lumber per day.

SAWS—This Edger is fitted with either two or three saws as required. The saws are 16 in. in diameter, and 10 in. gauge. The greatest distance between saws is:—Two saw machines, 24 in.; three saw machine, 20 in.; the least distance between saws, 2 in.

DRIVE PULLEY—The Drive Pulley is 9 in. x 9 in., affording a good belt grip, and is supported by an outside bearing.

SAW ARBOR—The Saw Arbor is made of 2½ in. steel, and has very wide bearings.

*For Shingle, Lath and Portable Saw Mill Machinery
write the well known manufacturers*

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Limited

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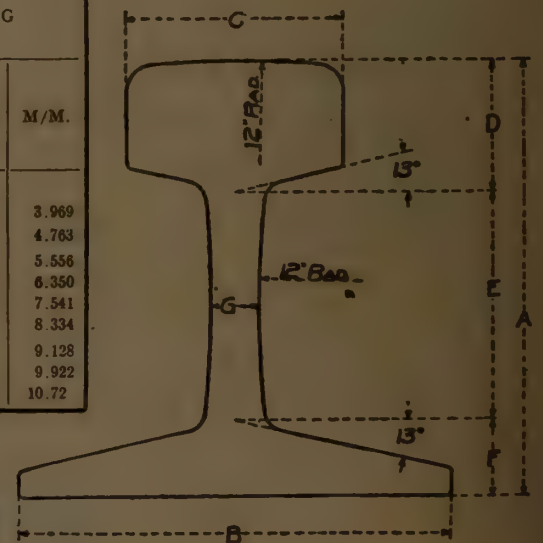


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For Mining and Lumbering Purposes

All Complete with Splice Bars

WEIGHT		A		B		C		D		E		F		G	
POUNDS PER YARD	KILOS PER METER	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.
8	3.97	1½	39.69	1½	39.69	1½	20.64	1½	11.91	1½	20.64	¾	7.144	¾	3.969
12	5.95	2	50.80	2	50.80	1	25.40	¾	14.29	1½	27.78	1½	8.731	¾	4.763
16	7.94	2½	60.33	2½	60.33	1¼	29.77	¾	16.27	1¾	34.53	¾	9.525	¾	5.556
20	9.92	2½	66.68	2½	66.68	1½	34.13	¾	18.26	1½	37.31	¾	11.11	¾	6.350
25	12.40	2½	69.85	2½	69.85	1½	38.10	¾	19.84	1½	37.70	¾	12.30	¾	7.541
30	14.88	3½	79.38	3½	79.38	1½	42.86	¾	22.23	1¾	43.66	¾	13.49	¾	8.334
35	17.36	3½	84.14	3½	84.14	1¾	44.45	¾	24.21	1¾	45.24	¾	14.68	¾	9.128
40	19.84	3½	88.90	3½	88.90	1¾	47.63	¾	25.80	1¾	47.23	¾	15.88	¾	9.922
45	22.32	3½	93.66	3½	93.66	2	50.80	1¾	26.99	1¾	50.01	¾	16.67	¾	10.72



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Limited

Sault Ste. Marie, Ontario



Yates No. 91 Planer and Matcher
as installed in the plant of
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FOR production, sturdiness, dependability, low upkeep and general economy of operation the No. 91 is unequalled.

This machine is installed in many of the largest planing mills in the United States and is enthusiastically recommended by its owners.

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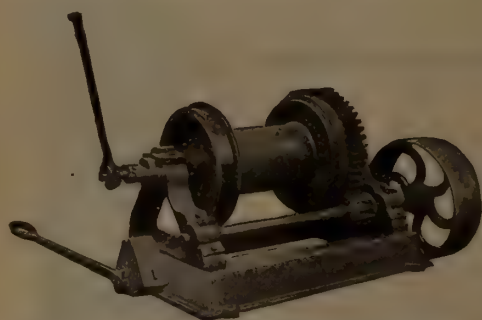
91
91
91
91
91

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ALPHABETICAL INDEX TO ADVERTISERS

Alberta Lumber Company .. .	9	Davison Lumber Company .. .	8	Hart & McDonagh .. .	10	Pink Company, Thos. .. .	80
Algoma Steel Corporation .. .	58	Davies Company, William .. .	24	Hay Knife Company, Peter .. .		Powell-Myers Lumber Co. .. .	22
Allen-Stoltze Lumber Co. .. .	19	Department of Lands, Forests		Heeney, Percy E. .. .	22	Pratt & Whitney .. .	75
American Pad & Textile Co. .. .	63	and Mines, Ontario .. .	67	Hettler Lumber Company, H. H. .. .	54	Pyrene Mfg. Co. .. .	74
American Woodworking Machinery Company .. .	2	Disston & Sons, Henry .. .	61	Hillas & Company, W. N. .. .	53		
Anderson & Co., C. G. .. .	12	Dominion Lumber & Timber Co. .. .	22	Hoe & Company, R. .. .		Rankin-Benedict Co. .. .	
Atkins & Co., E. C. .. .	71	Dudley, A. N. .. .	20	Huther Bros. Saw Mfg. Co., Inc. .. .	66	Rat Portage Lumber Company .. .	22
Atlantic Lumber Co. .. .	10	Dunfield & Company .. .	8	International Chemical Co. .. .	56	Reed & Co., Geo. W. .. .	23
Atlas Asbestos Company .. .	1	Dunbar Engine and Foundry Co. .. .	67	International Land & Lumber Co. .. .	19	Renfrew Planing Mills .. .	
Austin & Nicholson .. .	10	Dunlop Tire & Rubber Goods Co. .. .	69	Jeffrey Manufacturing Company .. .		Reynolds Timber Co. .. .	
		Duplex Truck Company .. .		Johnston, A. H. .. .		River Quelle Pulp and Lumber Company .. .	20
Bainbridge Lumber Co. .. .	11	Dupuis Company, J. P. .. .	12	Post, P. M. .. .	12	Russell, Chas. H. .. .	55
Bartram & Ball .. .	3	Eagle Lumber Company .. .	54			Rutherford & Sons, Wm. .. .	4
Bay City Foundry & Machine Co. .. .	23	Eaton & Co., J. R. .. .	9	Keewatin Lumber Company .. .	14	Service Lumber Co. .. .	19
Becker & Company .. .	53	Edwards & Co., W. C. .. .		Knox Brothers .. .	3	Sessenwein Brothers .. .	
Bell Veterinary Wonder Co., Dr. .. .	45	Eisendrath Glove Co. .. .	63	Laidlaw Bale Tie Company .. .	45	Sewall, James W. .. .	45
Béveridge Paper Co. .. .		Elk Fire Brick Company .. .	63	Lake Lumber Company .. .	12	Shafer Hardwood Co., John I. .. .	11
Blakeslee, Perrin & Darling .. .	5	Elmira Machinery and Transmission Company .. .	66	Lamontagne Limited .. .		Shannon Lumber Co., R. P. .. .	17
Bond Engineering Works .. .		Engineering & Machine Works of Canada, Ltd. .. .	70	Leckie, Ltd., John .. .	1	Shearer Company, James .. .	
Bourgouin, H. .. .	55	Excelsior Lumber Company .. .		Long-Bell Lumber Company .. .		Sheldons Limited .. .	77
Bowater & Sons, W. V. .. .	51	Exchange Lumber Co. .. .	11	Long Lumber Company .. .	9	Shimer Cutter Head Company .. .	
Bradley, R. R. .. .	45	Farnsworth & Jardine .. .	12	Long Manufacturing Co., E. .. .	78	Shingle Agency of B. C. .. .	23
Brantford Roofing Co. .. .	57	Fassett Lumber Company, Ltd. .. .	6	MacLean Daily Reports .. .	45	Shurly-Dietrich, Limited .. .	
British American Mills and Timber Company .. .		Fesserton Timber Company .. .		Main Belting Co. .. .		Simonds Canada Saw Co., Ltd. .. .	24
Brown & Co., Geo. C. .. .	21	Firstbrook Brothers .. .	13	Marsh Engineering Works, Ltd. .. .	60	Smart-Turner Mach. Co., Ltd. .. .	1
		Foss Lumber Company .. .	17	Mason, Gordon & Co. .. .	16	Smith, N. .. .	45
Callander Saw Mills .. .	16	Fraser Companies, Ltd. .. .	15	Mason Regulator Company .. .		Spencer Limited, C. A. .. .	54
Canadian Western Lumber Co. .. .		Fraser Bryson Lumber Co., Ltd. .. .	9	McKinnon Columbus Chain Co. .. .		Stratford Oakum Co., Geo. .. .	14
Carborundum Co. .. .				McLaren Belting Company, J. C. .. .	80	Stearns & Culver Lumber Co. .. .	20
Canadian Consolidated Rubber Company .. .		Garlock-Walker Machinery Co. .. .	2	McLaren, Limited, D. K. .. .		Summers, James R. .. .	12
Campbell MacLaurin Lumber Co. .. .	54	Garson, Frank O. .. .	17	McLennan Lumber Co., Ltd. .. .	55		
Canada Lumber Company .. .	9	Gates, John W. .. .	66	Mershon & Co., W. B. .. .		Taylor, S. K. .. .	17
Canada Metal Company .. .	74	Gerlach Company, Peter .. .	63	Miller Company, W. H. .. .	22	Terry & Gordon .. .	6
Canadian General Lumber Co. .. .	13	Gartshore, John J. .. .	66	Montreal Locomotive Works .. .	75	Thurston-Flavelle Lumber Co. .. .	17
Canadian Link-Belt Company .. .	62	General Supply Company .. .	76	Montreal Lumber Company .. .	12	Timberland Lumber Company .. .	19
Canadian Mathews-Gravity Carrier Company .. .	77	Gillespie, James .. .	12	Morgan Machine Mfg. Co. .. .	70	Timms, Phillips & Co. .. .	18
Canadian National Railway .. .		Gillies Brothers, Ltd. .. .	16	Moore, Jr., E. J. .. .	22	Toronto Blower Company .. .	55
Canadian Tie & Lumber Co. .. .	16	Gloucester Lumber & Trading Co. .. .		Muir & Kirkpatrick .. .	21	Turner & Sons, J. J. .. .	75
Canadian Warren Axe & Tool Co. .. .	1	Genoa Bay Lumber Co. .. .		Musgrave & Company .. .			
Canadian Wood Products Co. .. .	45	Goodhue & Co., J. L. .. .	61			Union Lumber Company .. .	7
Cane, Jas. G. .. .	14	Goodyear Tire & Rubber Co. .. .		National Steel Car Co. .. .		Union Stock Yards .. .	45
Cant & Kemp .. .	12	Gordon & Co., George .. .	4	New Ontario Colonization Co. .. .	11		
Cardinal & Page .. .	12	Grant, Holden & Graham .. .	74			Vancouver Lumber Company .. .	5
Carss Mackinaw Company .. .	1	Graton & Knight Mfg. Co. .. .	77	Oliver Lumber Company .. .		Victoria Harbor Lumber Co. .. .	14
Chapman Double Ball Bearing Co. .. .	62	Green Compan, G. Walker .. .	58	Ontario Wind Engine & Pump Co. .. .	70	Victoria Lumber and Mfg. Co. .. .	
Chicago Lumber & Coal Co. .. .		Gutta Percha and Rubber Co. .. .					
Clarke & Co., A. R. .. .				Pacific Lumber Company .. .	20	Waterous Engine Works Company, Ltd. .. .	79
Clay Engine Company .. .	80	Hay & Company .. .	16	Parry Sound Lumber Co., Ltd. .. .	11	Watson & Todd .. .	14
Cleveland-Sarnia Saw Mills Co. .. .	47	Hall & Brown Machinery Co. .. .		Payette Company, P. .. .	65	Webster & Brother, Ltd., James .. .	12
Climax Manufacturing Company .. .	75	Hamilton Company, William .. .	64	Pedwell Hardwood Lumber Co. .. .	14	West & Peachey .. .	80
Clyde Cars Company .. .	51	Hardy, E. D. .. .	1	Pennoyer Company, J. C. .. .		Wistar, Underhill & Nixon .. .	22
Coltart & Company .. .	12	Harquil, J. & D. A. .. .		Petrie, H. W. .. .		Woods Manufacturing Co., Ltd. .. .	49
Coolidge & Carlisle .. .	45	Harris Abattoir Company .. .	49	Philadelphia Textile Machinery Company .. .	75	Wuichet, Louis .. .	9
Consumers Cordage Co. .. .		Harris Tie and Timber Company .. .	14			Yates Machine Coman, P. B. .. .	59



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Hoisting or Haulage Drums For the MILL MAN

Will Drag Logs, Move Cars, Lift and Pile Timbers, etc. A Money Making and Labor Saving Tool.

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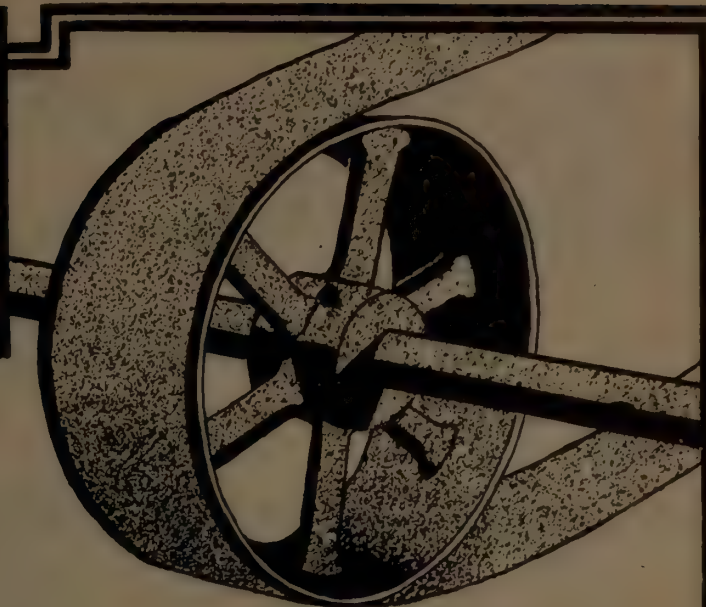
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"Acme Waterproof" Leather Belting

This brand is especially well suited to the wet places in a saw or pulp mill and will run true as long as it is in service. When you are overhauling your mill equip it with "Goodhue Belts" and you will never regret it. They are honestly made of solid leather—every inch a good belt and they won't stretch.

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Many Fires in Lumber Mills have been caused by Hot Boxes

This risk can be eliminated by the use of
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**Shafting, Hangers, Pillow Blocks
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decrease the friction loss 75% and do not generate heat.

No oil is used, a little Tranco Grease once or twice a year is the only lubricant required, consequently dust does not adhere to the outside of the bearing.

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"H" Class Saw Mill Pintle Link-Belt



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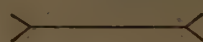


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It is your guarantee
of service and satisfaction.

Breakdowns are expensive. They mean expenditures for repairs and loss of time, labor, and output. The success and profit of each day's operation depends very largely on the strength and endurance of the power transmitting and material-conveying chain employed in your mill.

has long been the recognized standard form of conveying and power transmitting equipment throughout the lumber industry. Its ability to successfully withstand undue strains and the wear and tear of years of service has earned for it the undisputable claim on leadership.

We show a few of the various types of saw mill Link-Belt. Our Book No. 260 shows many more.

Send for a copy.

CANADIAN LINK-BELT CO. LTD.

WELLINGTON & PETER STS., TORONTO
Stock also carried at 1195 St. James Street, Montreal

We Manufacture the Following Well Known Brands

"Elkco Special," "Elk Steel,"
"St. Marys," "Keystone" and "Rotex"

FIRE BRICK

Each brand is specially suited to a separate use. We have the experience to manufacture and supply the finest grade of Fire Brick for the varying uses of the Lumber Industry. The same brick may not meet the requirements of your Dutch Oven and of your Refuse Burner.

This is a product that should have your most careful attention. When so much depends directly on the successful operation and dependability of Fire Brick in your plant, it will repay you many times to make a most careful investigation before the installation. Let us show you where our product has been successfully used for years. Let us suggest a special brand for your particular purpose.

We have an interesting catalogue that will be sent you. It will give you an insight into the proper methods of Fire Brick construction.

Elk Fire Brick Co. of Canada, Limited

HIGH GRADE FIRE BRICK & CLAY

Sun Life Building, Hamilton, Canada

Representatives for Maritime Provinces:

RHODES, CURRY COMPANY, LTD., Head Office, AMHERST, N. S.

Branches at Halifax, Sydney and New Glasgow, N.S.



Equip your horses with
TAPATCO Collar Pads
and assist them to render greater service

When your lumbering horses are off duty because of bruised, galled and chafed neck and shoulders and other injuries to the neck and shoulders due to the hard work to which a lumbering horse is subjected, you begin to see that something is wrong with the care of your horses. Fit out your horses with TAPATCO Horse Collar Pads made with our new Patented Hook Attachment which will eliminate all these unnecessary injuries and keep your horses on their work steadily. We have been making pads for thirty-seven years and experience has taught us the correct method of manufacture. Secure TAPATCO Pads for your horses at once. Sold by dealers everywhere. Ask your jobber.

The American Pad & Textile Co.
Chatham, Ontario, Canada



Gerlach Machinery

*PRODUCES THE BEST
as Well as the Cheapest*

**Tight or Slack Staves,
Headings, Kegs,
Barrels and
Short Box Shooks**

100% to 400% profit in Cooperage
Stock today. Be wise and purchase
the best Machinery.

DIXIE PORTABLE GASOLINE DRAG SAW
Present Price \$225.00 with 1 Blade

Circular, Drag and Cylinder Saws
made since 1854

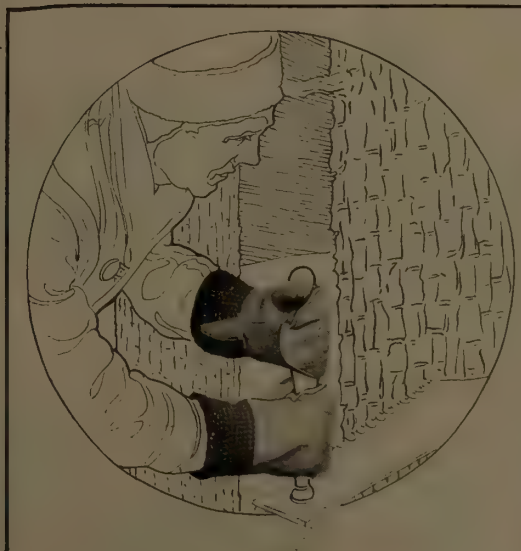
The Peter Gerlach Co.

Established 1854

Cleveland, Ohio



"ASBESTOL" Gloves and Mittens FOR LUMBERMEN



afford the very best
hand protection that
can be had. They're
made strong and
tough to stand work
that is rough and
they give wonderful
satisfaction.

"ASBESTOL"
Gloves and Mittens
are comfortable, soft
and pliable at all
times. They resist
snow and water and
insure long wear.



EISENDRATH GLOVE CO.

2001 Elston Ave.,

CHICAGO

Kendall Gang Circular

The Machine that will convert your small logs into more and better lumber, quicker than ever before.

The illustration shows one of the latest designs of gang circular patented by Mr. I. N. Kendall, the well-known millwright, of Ottawa. This machine takes 16-26 in. diam., 10 gauge saws—will cut cants up to 8 inches in thickness, and we furnish with it necessary saw collars for any thickness of lumber desired. It has a hollow mandrel, water cooled saws; each saw has a separate guide; easily accessible and readily adjustable, and the bridge tree is so designed that it can be removed, the saws taken off and a new set put on in 7 to 10 minutes. Safety fingers hung just inside the front press roll prevent a cant flying back off the saws. Lumber cut on these machines is guaranteed to come out absolutely true to size from end to end, and so smooth that 1/16 in. over size is all the allowance necessary for finish.

Read what one user says about it:—

"The machine has given every satisfaction and in many cases far exceeded my idea of sawing lumber; the proof of this being that our customers are paying me \$1.00 to \$1.50 per thousand more for certain classes of lumber than they can purchase same quality elsewhere—this advantage being purely on account of the uniform and smooth sawing this saw is capable of doing."

We are the original manufacturers of these machines

We have been manufacturing them for the past thirteen years, and the experience gained in all those years is at your disposal. We make these machines in three sizes, as follows, using

26-in. saws for 8-in. cants, as illustrated.

32-in. saws for 10-in. cants.

36-in. saws for 12-in. cants.

Each size is of the very latest design and up-to-date in every improvement.

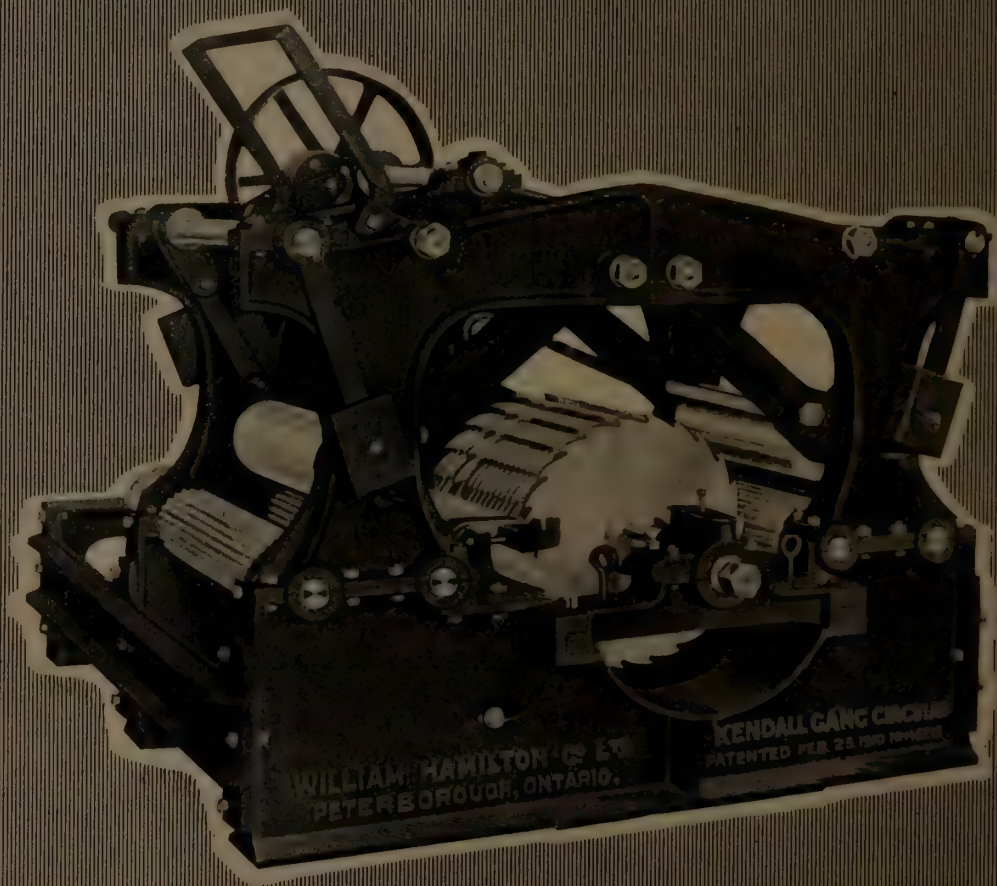
May we send you a list of satisfied users?

We also make a complete line of twin circulars with chain or steam feed for slabbing logs for these machines.

William Hamilton Co., Limited

PETERBORO

ONTARIO



Adams Pointers



Made at Penetang, these powerful and efficient gasolene boats are giving satisfaction all over Canada.

Lumbermen will find it quicker and cheaper to work with an Adams Pointer. It is easier and safer to use than alligators and tugs.

The Adams Pointer has a well-built easy running engine, and powerful and reverse gear towing winch, and will prove equal to the heaviest work.

Get further particulars and blue prints, which give in detail the points wherein our Pointers excel.

Adams Engine Co., Penetang, Ont.

J. T. PAYETTE, Proprietor

The Machine That Made a Record In a Recent Lath Cutting, 10 Hour Test

Four Hundred Sawmills in the Dominion are to-day using this machine.

It has all the latest improvements and for quick, clean work has no equal.

The Payette No. 1 Bolter will cut, count, tie and pile 128,350 laths in a period of ten hours. The above consisted of 4 foot laths, 1½ by ¾ inches, and constitutes a record in rapid lath cutting.

If you are not using a Payette No. 1 Bolter you should be.

Shall we send you full particulars and prices?



P. PAYETTE & CO.

J. T. PAYETTE, Proprietor

PENETANG, ONT.



Excelsior Cutting Machinery

Manufactured By

The Elmira Machinery
and Transmission Co.

Elmira, Ont.

Write for Circular and Prices

New **RAILS** Relaying
12 to 80 pounds per yard.

LOGGING CARS
Jno. J. Gartshore
58 Front St. West, Toronto

GATES Patent FIRE BOX LINING

Our setting eliminates the losses through brick walls to a minimum, thereby producing higher temperature in furnace. This means more evaporation of water or in other words producing more steam without any additional cost of fuel or labor, and the simplicity and low cost of upkeep commends the GATES lining for economy.

Our engineering department is making a specialty of combustion and furnace work. Write us of any troubles you may have; we will be pleased to advise you.

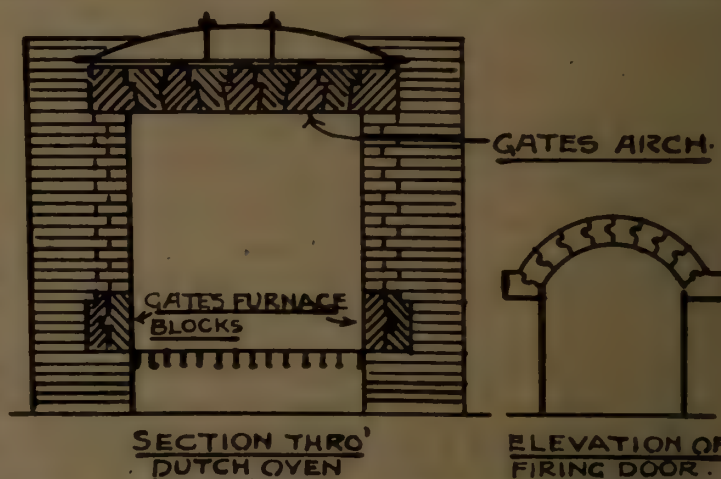
John W. GATES

Engineering Contractors Limited

Specializing in

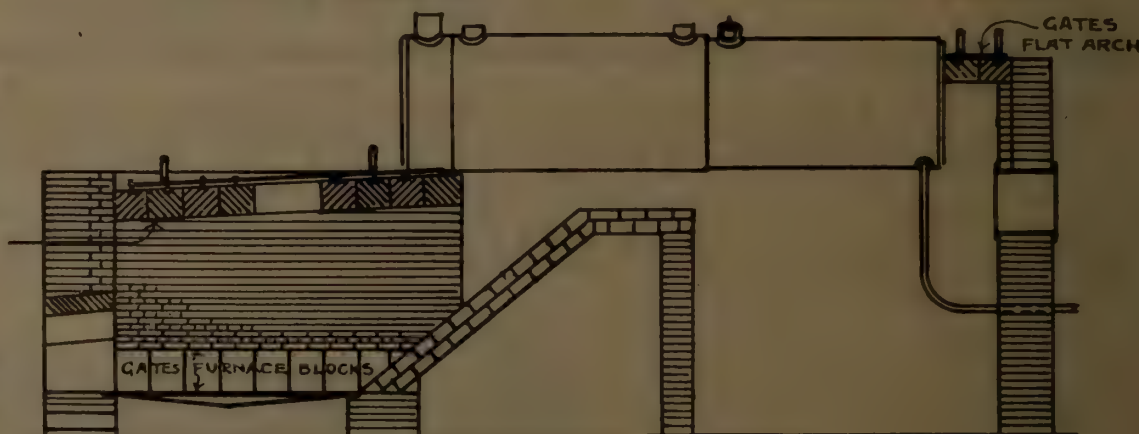
Boiler Setting and Furnace Brickwork

382 St. James Street, - MONTREAL



PATENTS GRANTED

PATENTS PENDING



GATES ARCH FOR DUTCH OVEN SETTING



A HUTHER BROS. DADO HEAD

enables you to do the most intricate cutting easily. It consists of two outside cutters and enough inside cutters to make the required cut. It will cut perfect grooves of any width either across or with the grain. Is easily kept in condition and has a simple quick adjustment. Will fit any saw mandrel. Send for one on approval and return at our expense if not satisfactory.

Illustrated catalogue on request.



Pat. Nov. 29, '92
July 19, '10

**HUTHER BROS. SAW
MFG. CO.**

Rochester, N.Y.



Grooves cut with Huther Bros. Dado Head

BOOKS FOR SALE Special Prices

"A Manual for Northern Woodsmen," by Austin Cary. Published in 1918 by The Harvard University Press, Cambridge, Mass. 302 pages and illustrations. Price \$2.75.
"Baughman's Cost Tables" for figuring cost of any article by the foot, piece, pound or ton. 127 pages, 5 1/4 in. by 7 in. Price, flexible leather, \$1.50; flexible Morocco, \$2.50.
"Climax" tally book, bound in sheep, with hand straps. Size 4 1/4 x 8 1/2, 110 pages. Price \$1.00.
Baughman's "Buyer & Seller." The handiest labor-saving book for lumbermen ever devised. Desk size, 300 pages, \$2.50. Pocket edition, 188 pages, \$1.25.
"The Kiln Drying of Lumber," a Practical and Theoretical Treatise, by Harry Donald Tiemann, M.E., M.F. Just published by J. B. Lippincott Co. 316 pages, illustrated. Price \$4.

Scribner's Lumber & Log Book. 1918 Edition. Price 35c.

Seasoning of Wood: A Treatise of the Natural and Artificial Processes Employed in the Preparation of Lumber for Manufacture, with Detailed Explanations of its Uses, Characteristics and Properties, by Joseph Wagner. Published by D. Van Nostrand Co., in 1911. 274 pages, illustrated. Price \$3.00.

The Preservation of Structural Timber, by Howard F. Weiss. Published in 1915 by McGraw-Hill Book Company, 312 pages, illustrated. Price \$3.

Utilization of Wood-Waste (Second Revised Edition), by Ernst Hubbard. Published in 1915 by Scott, Greenwood & Sons. 192 pages, illustrated. Price \$1.50.

Vest Pocket Ready Reckoner for Lumbermen. 11th edition. Published by the American Lumberman. Price 35 cents.

CANADA LUMBERMAN

347 Adelaide Street West

TORONTO

Original "Dunbar" Machines

We are the original and the only makers of "Dunbar" Shingle Machines, Lath Machines, Clapboard Machines, Steam and Gasoline Logging Engines. Each is the best for its particular work. Are you using the best?

Lath Machine

From our many years of experience we evolved this "Dunbar" Original Lath Machine. Every improvement that could be suggested, every time-tested idea for the betterment of product and for greater speed, has been incorporated in this machine. We believe it has no equal, and there are a great number of mill men throughout Canada who share this belief with us. Carefully constructed of high grade materials and designed to work steadily under the hardest conditions.

Steam and Gasoline Logging Engines

Conditions in Canada necessitate an engine that will stand any amount of strain and hard work in the lumber industry. With this idea in mind we have brought out the "Dunbar" engines perhaps a little stronger than is really needed. They do their work easily and willingly, and stand a great amount of hard usage. Built entirely in Canada for the Canadian lumber trade.

Clapboard Machine

You will need no excuse for the quality of your product if you use the original "Dunbar" Clapboard Machine. Expert in every detail. This machine will give you the very best service under most trying conditions. It will turn out work without delays. It will need practically no repairs and will increase your output. We cannot recommend it too highly because it is giving this very service to lumbermen in all parts of this country.

Send for catalogues of any or all of these machines.

Dunbar Engine & Foundry Co.

WOODSTOCK, N.B.

ONTARIO

Canada's Banner Province



Ontario's timber production last year valued at \$26,774,937 or 40% of Canada's total output.

Pine production, 905,442,000 ft. B.M.

Pulpwood, 246,282 cords.

Railway Ties, 5,704,459.

Ontario's woodworking industries, using 34 different kinds of wood, provide a ready market for the lumberman. Eighty-two per cent. of lumber used in Ontario's industries purchased within the Province.

Ontario's vast resources offer unsurpassed opportunities to the lumberman.

For maps and full information regarding Ontario, apply to

HON. G. HOWARD FERGUSON,
Minister of Lands, Forests and Mines.

CURRENT LUMBER PRICES—WHOLESALE

TORONTO, ONT.

Prices in Carload Lots, F.O.B. cars Toronto.

White Pine:

1 x 4/7 Good Strips\$59 00 \$62 00

1 1/2 and 1 3/4 x 4/7 Good Strips... 63 00 66 00

2 x 4/7 Good Strips 63 00 66 00

1 x 8 and up Good Sides 75 00 77 00

1 1/2 and 1 3/4 x 8 and wider Good Sides 88 00 90 00

2 x 8 and wider Good Sides 90 00 95 00

1 in. No. 1, 2 and 3 Cuts 55 00 58 00

5/4 and 6/4 No. 1, 2 and 3 Cuts 65 00 67 00

2 in. No. 1, 2 and 3 Cuts 70 00 72 00

1 x 4 and 5 Mill Run 47 00 49 00

1 x 6 Mill Run 48 00 51 00

1 x 7, 9 and 11 Mill Run 47 00 50 00

1 x 8 Mill Run 50 00 52 00

1 x 10 Mill Run 53 00 55 00

1 x 12 Mill Run 54 00 57 00

5/4 and 6/4 x 4 Mill Run 47 00 49 00

5/4 and 6/4 x 5 Mill Run 47 00 49 00

2 x 4 Mill Run 47 00 49 00

2 x 6 Mill Run 48 00 50 00

2 x 8 Mill Run 48 00 50 00

2 x 10 Mill Run 51 00 53 00

2 x 12 Mill Run 53 00 55 00

1 in. Mill Run Shorts 39 00 40 00

1 x 4 and up 6/16 No. 1 Mill Culls 41 00

1 x 10 and up 6/16 No. 1 Mill Culls 44 00

1 x 12 and up 6/16 No. 1 Mill Culls 44 00

1 x 4 and up 6/16 No. 2 Mill Culls 31 00

1 x 10 x 12 16 No. 2 Mill Culls 34 00

1 x 4 and up 6/16 No. 3 Mill Culls 22 00

Red Pine:

1 x 4 and 5 Mill Run 42 00 43 00

1 x 6 Mill Run 42 00 44 00

1 x 8 Mill Run 45 00 47 00

1 x 10 Mill Run 48 00 50 00

2 x 4 Mill Run 42 00 43 00

2 x 6 Mill Run 43 00 44 00

2 x 8 Mill Run 44 00 45 00

1 in. Clear and Clear Face 53 00 54 00

2 in. Clear and Clear Face 53 00 54 00

Spruce:

1 x 4 Mill Run 41 00 42 00

1 x 6 Mill Run 43 00 44 00

1 x 8 Mill Run 44 00 45 00

1 x 10 Mill Run 45 00 47 00

Mill Culls 34 00 36 00

Hemlock, No. 1, in carload lots, f.o.b. Toronto:

1 x 4 and 5 in. x 9 to 16 ft. 32 00 33 00

1 x 6 in. x 9 to 16 ft. 37 00 38 00

1 x 8 in. x 9 to 16 ft. 38 00 39 00

1 x 10 and 12 in. x 9 to 16 ft. 38 00 39 00

1 x 7, 9 and 11 in. x 9 to 16 ft. 35 00 37 00

2 x 4 to 12, 10 and 16 ft. 35 00 36 00

2 x 4 to 12 in., 12 and 14 ft. 35 00 36 00

2 x 4 to 12 in., 18 ft. 37 00 38 00

2 x 4 to 12 in., 20 ft. 38 00 39 00

1 in. No. 2, 6 ft. to 16 ft. 30 00 31 00

2-in. No. 2, 4-in. and up in width, 6 to 16 ft. 30 00 31 00

Douglas Fir, delivered in Toronto:

Dimension Timber up to 32 feet:

6x6 and 8, 10x10 and 12, 12x12 \$50 00

6x10, 8x10, 10x14, 12x14, 14x14 51 00

6x12, 8x12 52 00

14x18, 16x16 52 50

6x14, 8x14, 10x18, 12x18 54 00

14x18 54 50

8x16, 10x18, 12x18 55 00

18x18, 20x20 55 50

12x20, 24x24 56 00

Timber in lengths over 32 feet subject to negotiation.

Fir flooring, 1 x 3, edge grain 59 00

Fir flooring, 1 x 4, edge grain 59 00

Fir flooring, 1 x 4, flat grain 44 00

No. 1 and 2, 1-in. clear Fir rough 50 00 60 00

(Depending upon widths).

No. 1 and 2, 1 1/2 and 1 3/4 in., clear Fir rough 60 00 64 00

No. 1 and 2 2-in. clear Fir rough 53 00 61 00

1 x 5 and 1 x 6 Fir casing 61 00

1 x 8 and 1 x 10 Fir base 63 00

1 x 8 and 1 x 10 x 12 E. G. stepping 74 00

1 1/2 and 1 3/4 x 8 x 10 x 12 E. G. stepping 64 00

1-in. clear Fir, d 4 sides 48 00 56 50

1 1/2 x 1 1/2 in. clear Fir, d 4 sides 55 50 58 00

XXX B. C. cedar shingles 3 50

XXX 6 butts to 2 in. 4 54

XXXXX 5 butts to 2 in. 5 00

TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out.

Ash, white, dry weight 3800 lbs. per M. ft.

1s & 2s No. 1 No. 2 No. 3

4/4 \$80.00 \$60.00 \$40.00 \$30.00

5/4 & 6/4 85.00 63.00 45.00 35.00

8/4 95.00 75.00 45.00

10/4 & 12/4 110.00 100.00 60.00

16/4 125.00 115.00 65.00

Ash, Brown

4/4 70.00 50.00 35.00 33.00

5/4 75.00 60.00 55.00 45.00

8/4 78.00 65.00 60.00 45.00

Birch, dry weight 4000 lbs. per M. ft.

1s & 2s No. 1 No. 2

4/4 65 00 48 50 32 40

5/4 and 6/4 67 70 50 55 33 45

8/4 70 72 51 57 38 45

10/4 and 12/4 80 90 65 73 45 54

16/4 90 98 75 83 50 60

Basswood, dry weight 2500 lbs. per M. ft.

1s & 2s No. 1 No. 2 No. 3

4/4 \$68.00 \$53.00 \$40.00 \$32.00

5/4 & 6/4 70.00 60.00 45.00 32.00

8/4 75.00 65.00 50.00 32.00

Chestnut, dry weight 2800 lbs. per M. ft.

1s & 2s No. 1 No. 2 No. 3

4/4 \$50.00 \$50.00 \$45.00

5/4 & 6/4 72.00 58.00 45.00

8/4 72.00 64.00 48.00

Elm, soft, dry weight 3100 lbs. per M. ft.

1s & 2s No. 1 No. 2 No. 3

4/4 58.00 \$45.00 \$35.00 \$28.00

5/4 & 6/4 58.00 45.00 35.00 28.00

12/4 65.00 55.00 40.00 32.00

Gum, red, dry weight 3300 lbs. per M. ft.

1s & 2s No. 1 Com. No. 2 Com. No. 3 Com.

4/4 \$60.00 \$50.00 \$50.00

5/4 & 6/4 62.00 52.00

8/4 65.00 55.00

Gum, Sap

1s & 2s No. 1 Com. No. 2 Com. No. 3 Com.

4/4 \$50.00 \$45.00 \$45.00

5/4 & 6/4 54.00 47.00

8/4 55.00 47.00

Hickory, dry weight, 4500 lbs. per M. ft.

1s & 2s No. 1 No. 2

4/4 \$75.00 \$45.00 \$30.00

5/4 100.00 75.00 50.00

8/4 90.00 60.00 35.00

Maple, hard, dry weight 3900 lbs. per M. ft.

1s & 2s No. 1 No. 2 No. 3

4/4 \$58.00 \$45.00 \$30.00 \$22.00

5/4 & 6/4 63.00 48.00 33.00 25.00

8/4 68.00 58.00 38.00 28.00

12/4 75.00 65.00 45.00 30.00

16/4 90.00 80.00 50.00 40.00

Soft Maple

The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.

Mill run grade, No. 3 and better \$38.00

No. 2 and better 47.00

White and Red Oak, plain sawed, dry weight 4000 lbs. per M. ft.

1s & 2s No. 1 Com. No. 2 Com. No. 3 Com.

4/4 \$78.00 \$55.00 \$50.00

5/4 & 6/4 80.00 60.00

8/4 90.00 65.00

10/4 95.00 70.00

12/4 100.00 80.00

16/4 110.00 90.00

White Oak, quarter cut, dry weight 4000 lbs. per M. ft.

1s & 2s No. 1 Com. No. 2 Com. No. 3 Com.

4/4 \$105.00 \$80.00 \$80.00

5/4 and 6/4 110.00 90.00

8/4 115.00 85.00

Red Oak, quarter cut.

1s & 2s No. 1 Com. No. 2 Com. No. 3 Com.

4/4 \$85.00 \$60.00 \$60.00

5/4 & 6/4 100.00 75.00

8/4 105.00 80.00

OTTAWA, ONT.

Manufacturers' Prices

Pine good sidings:

1-in. x 7-in. and up \$60 00 70 00

1 1/2-in. and 1 3/4-in. x 8-in. & up 70 00 75 00

2-in. x 7-in. and up 72 00 78 00

No. 2 cuts 2 x 8-in. and up 45 00 50 00

Pine good strips:

1-in. 53 00

1 1/2-in. and 1 3/4-in. 60 00

2-in. 60 00

Pine good shorts:

1-in. x 7-in. and up 50 00

1-in. x 4-in. to 6-in. 40 00

1 1/2-in. and 1 3/4-in. 68 00

2-in. 58 00

7-in. to 9-in. A sidings 40 00

Pine, No. 1 dressing sidings 47 00 50 00

Pine, No. 1 dressing strips 40 00 45 00

Pine, No. 1 dressing shorts 88 00 40 00

Pine, 1-in. x 4-in. s.c. strips 44 00

Pine, 1-in. x 5-in. s.c. strips 44 00

Pine, 1-in. x 6-in. s.c. strips 48 00

Pine, 1-in. x 7-in. s.c. strips 46 00

Pine, 1 x 8-in. s.c., 12 to 16 ft. 48 00

Pine, 1-in. x 10-in. M.R. 51 00

Pine, s.c. sidings, 1 1/2 and 2-in. 47 00

Pine, s.c. strips 1-in. 40 00

1 1/2, 1 3/4 and 2-in. 42 00

Pine, s.c. shorts, 1 x 4 to 6 in. 38 00

Pine, s.c. and bet., shorts 1 x 5 38 00

Pine, s.c. and bet., shorts, 1 x 6 40 00

Pine, s.c. shorts, 6'-11', 1" x 10" 45 00

Pine box boards:

1" x 4" and up, 6'-11' 38 00

1" x 3", 12'-16' 42 00

Pine, mill culls, strips and sidings, 1-in. x 4-in. and up, 12-ft. and up 38 00

Mill cull shorts, 1-in. x 4-in. and up, 6-ft. to 11-ft. 30 00

O. culls r & w p 26 00

Red Pine, log run:

mill culls out, 1-in. 32 00 36 00

mill culls out, 1 1/2-in. 38 00

mill culls out, 1 3/4-in. 38 00

mill culls out, 2-in. 34 00 41 00

mill culls, white pine, 1" x 7" and up 34 00

Mill run Spruce:

1" x 4" and up, 6'-11' 32 00 38 00

1" x 4" and up, 12'-16' 34 00 40 00

1" x 6" and up, 12'-16' 40 00 42 00

1 1/2" x 7" and up, 12'-16' 40 00 42 00

1 1/2" x 10" and up, 12'-16' 46 00

1 1/2" x 3" x 12" and up, 12'-16' 46 00

Spruce, 1-in. clear (fine dressing

and B)

Hemlock, 1-in. cull 25 00 27 00

Hemlock, 1-in. log run 30 00 35 00

Hemlock, 2x4, 6, 8, 10, 12/16' 30 00 35 00

Tamarac 24 00 28 00

Basswood, log run, dead culls out 40 00 50 00

Basswood, log run, mill culls out 45 00 50 00

Birch, log run 30 00 32 00

Soft Elm, common and better, 1, 1 1/2, 2-in. 25 00 30 00

Ash, black, log run 32 00 40 00

1 x 10 No. 1 barn 52 00

1 x 10 No. 2 barn 46 00

1 x 8 and 9 No. 2 barn 42 00

Lath per M:

No. 1 white pine, 1 1/2-in. x 4-ft. 4 75 5 00

No. 2 white pine 4 50

Mill run white pine 4 75

Spruce, mill run 1 1/2-in. 4 00

Red pine, mill run 4 25

Hemlock, mill run 4 00

"DUNLOP" "Gibraltar RedSpecial" Belting

BELTING STABILITY

There has been such uniformity of satisfaction following the selection of

DUNLOP "Gibraltar RedSpecial"

—"THE ORIGINAL RED RUBBER BELTING"—

that we feel our quarter-century policy of "Keep the Quality Up as Well as the Production" is being amply awarded.

"Gibraltar RedSpecial" faces any kind of a test unflinchingly. The man who wishes to talk power, "duck," or elasticity can find ample sway for his talents in a comparison of "Gibraltar RedSpecial" with any other belting.

Minimum loss of power, Mastery of heavy loads and jerky strains, Highest quality of friction uniting the plies, Adequate weight, No stretching—these are some of the virtues of Dunlop "Gibraltar RedSpecial" Belting, proven in thousands of cases of actual use on Main Drives in Pulp and Paper Mills, Saw and Lumber Mills, Mines, Steel Plants, etc.; in fact, in any and every kind of transmission work.

The Dunlop Unreserved Guarantee

If you have a difficult drive anywhere in your factory drop a line to our Head Office, or to our nearest branch, and we will send a man experienced in belt engineering to consider your requirements. If it is an instance where "Gibraltar RedSpecial" Belting may be suitably employed we will recommend its use; and we will stand behind our recommendation with the fullest guarantee ever issued by a firm producing rubber products.

Dunlop Tire & Rubber Goods Company, Limited

Head Office and Factories: TORONTO

Branches in the leading Cities

Makers of Tires for all Purposes, Mechanical Rubber Products of all kinds, and General Rubber Specialties.



CURRENT LUMBER PRICES—Continued

RED BIRCH			
4/4	58 - 60	38 - 40	22 - 24
5/4 to 8/4	60 - 62	40 - 42	24 - 26
SAP BIRCH			
4/4	51 - 53	30 - 32	18 - 20
5/4 and up	53 - 55	32 - 34	20 - 22
SOFT ELM			
4/4	43 - 45	28 - 30	20 - 22
6, 6 & 8/4	45 - 47	30 - 32	20 - 22
BASSWOOD			
4/4	47 - 49	37 - 39	25 - 27
Thicker	49 - 51	39 - 41	26 - 27
PLAIN OAK			
4/4	55 - 57	30 - 32	18 - 20
5/4 to 8/4	56 - 58	34 - 36	20 - 22
ASH, WHITE AND BROWN			
4/4	55 - 57	30 - 31	20 - 22
5/4 to 8/4	55 - 57	35 - 37	21 - 23
10/4 and up	75 - 88	42 - 50	24 - 26

BOSTON, MASS.

Quotations given below are for highest grades of Michigan and Canadian white pine and Eastern Canadian Spruce as required in the New England market in carloads.

White pine uppers, s 1 to 2 in.	134 00
White pine uppers, 2 1/2 and 3 in.	149 00
White pine uppers, 4 in.	160 00
Selects, 1 to 2 in.	125 00
Selects, 2 1/2 and 3 in.	140 00
Selects, 4 in.	155 00
Fine common, 1 in., 80 per cent.	
12 in. and up	90 00
Fine common, 1 x 8 to 11 in.	87 00
Fine Common, 1 1/4 to 2 in.	102 00 105 00
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Fine Common, 4 in.	145 00
1 in. shaky clear	72 00
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1 in. No. 2 dressing	64 00
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No. 1 Cuts, 1 in.	77 00
No. 1 Cuts, 1 1/4 to 2 in.	87 00 90 00
No. 1 Cuts, 2 1/2 and 3 in.	105 00
No. 2 Cuts, 1 in.	65 00
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Barn Boards, No. 1, 1 x 12	70 00	2 x 3, 2 x 4, 2 x 5, 2 x 6, 2 x 7	36 00 37 00
No. 1, 1 x 10	63 00	8 x 4 and 4 x 4 in.	38 00
No. 1, 1 x 8	62 00	2 x 8 in.	40 00
No. 2, 1 x 12	65 00	All other random lengths, 7-in.	
No. 2, 1 x 10	61 00	and under, 8 ft. and up	30 00
No. 2, 1 x 8	58 00	5-inch and up merchantable	
No. 3, 1 x 12	57 00	boards, 8 ft. and up, p 1s	40 00
No. 3, 1 x 10	56 00	1 x 2	38 00
No. 3, 1 x 8	55 00	1 x 3	37 00
Can. spruce, clear, 1 x 4 to 9 in.	46 50 48 50	1 1/2 in. spruce lath	400 4 75
1 x 10 in.	50 50	1 1/2 in. spruce lath	4 25
No. 1 1 x 4 to 7 in.	53 50	New Brunswick Cedar Shingles	
No. 1 1 x 8 & 9 in.	54 50	Extras	5 15 5 25
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No. 2 1 x 6 & 7 in.	43 50	Clear Whites	3 75
No. 2 1 x 8 & 9 in.	43 50 44 50	Extra 1s (Clear whites in)	2 25
No. 2 1 x 10 in.	40 50	Extra 1s (Clear whites out)	1 90
No. 2 1 x 12 in.	50 50	Red Cedar Extras, 16 in. 5 butts	
Spruce, 12 in. dimension	48 00	to 2 in.	5 08 5 18
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Spruce, 8 in. dimension	45 00	Red Cedar Perfections, 5 butts	
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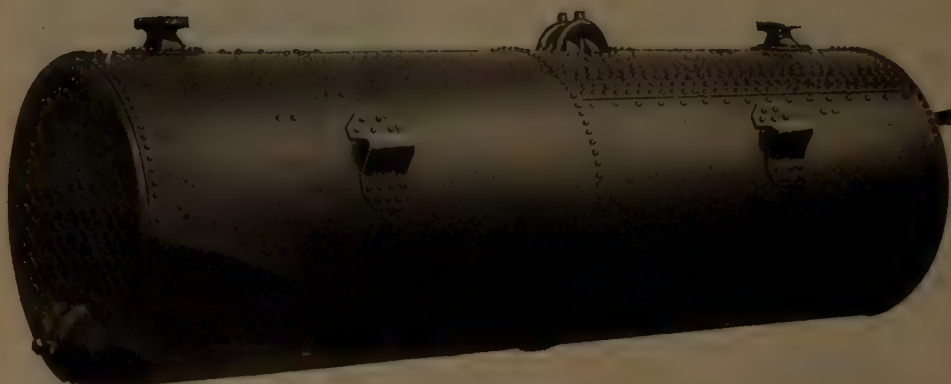
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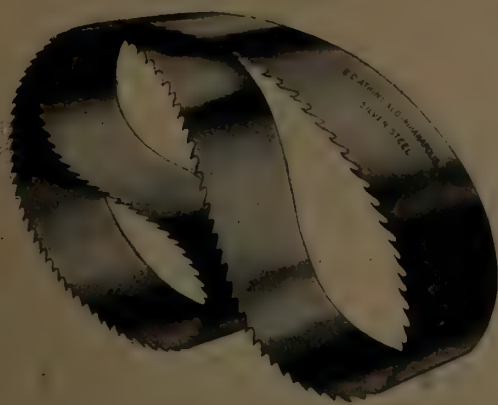
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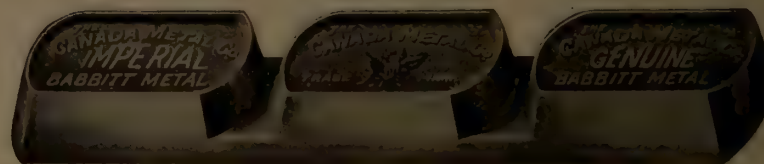
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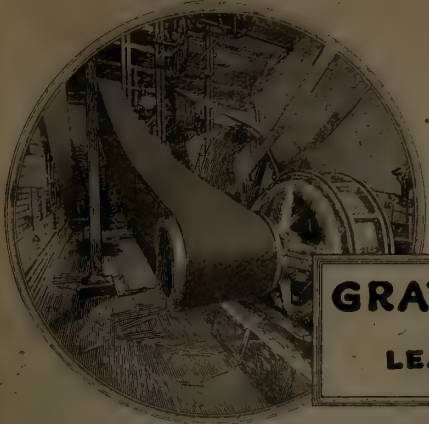
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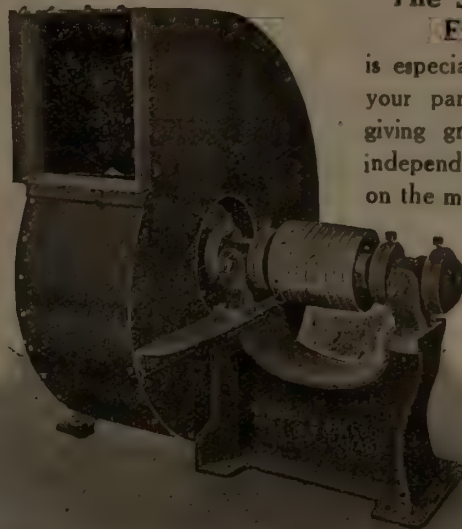
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Illustrating portable unit of Mathews
Conveyor for unloading cars.

Photo by courtesy of Windsor Lumber Co.,
Ltd., Windsor, Ont.

Illustrating permanent installation of
Mathews Lumber Conveyor, between
mill and shipping and distributing
platform.

Photo by courtesy of Vancouver Cedar Mills,
Roche Point, B.C.



Write for Catalogue L.

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484 RICHMOND STREET WEST TORONTO, CANADA



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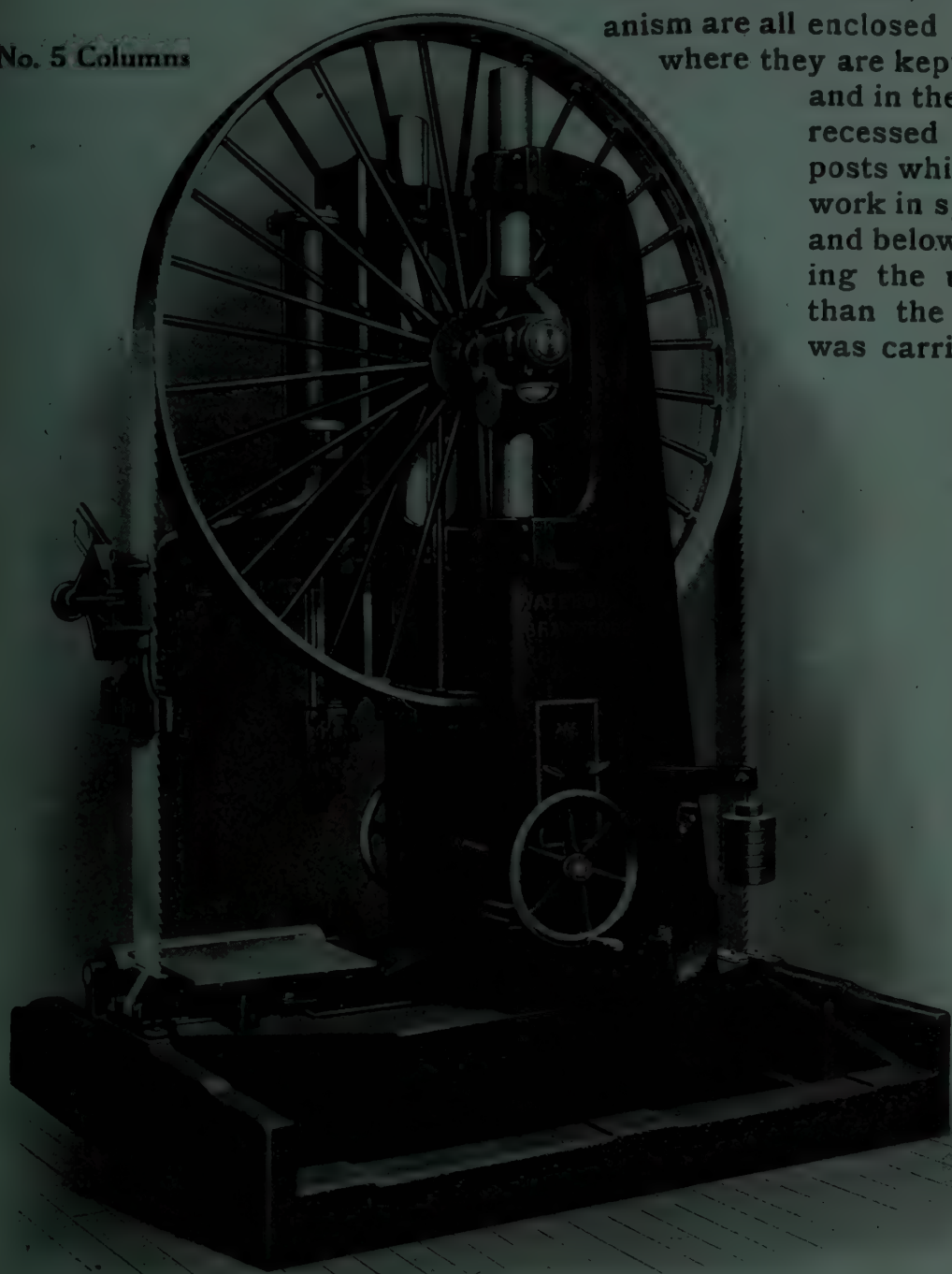
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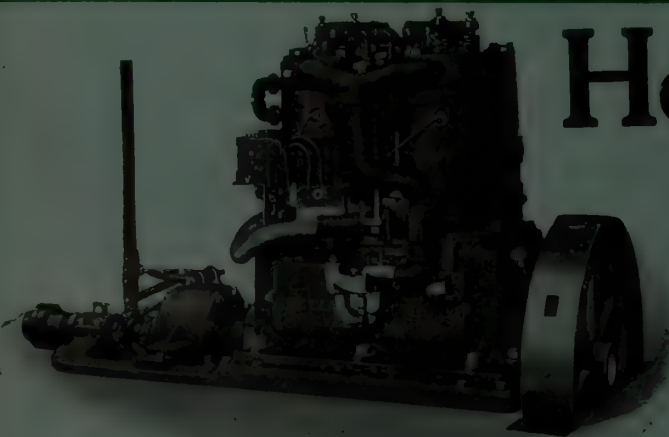


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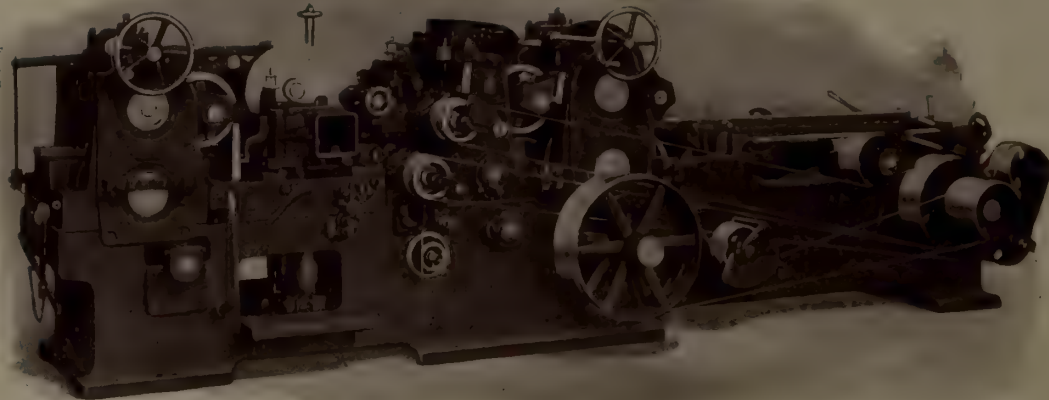


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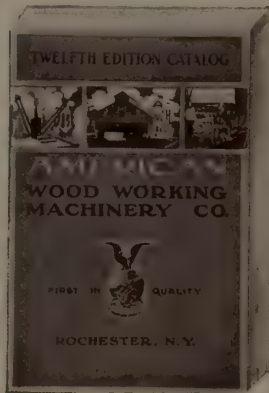
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This stock is properly piled for air-drying, separately as to widths

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3x4	75,000 ft.	3x9	70,281 ft.	2x4	11,553 ft.	2x9	4,546 ft.
3x5	80,000 ft.	3x10	9,042 ft.	2x4	12,359 ft.	2x10	1,443 ft.
3x6	101,217 ft.	3x11	11,534 ft.	2x6	12,826 ft.	2x11	813 ft.
3x7	135,642 ft.	3x12 & up	6,100 ft.	2x7	12,129 ft.	2x12 & up	1,266 ft.
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We are now sawing hardwood and have five million feet of

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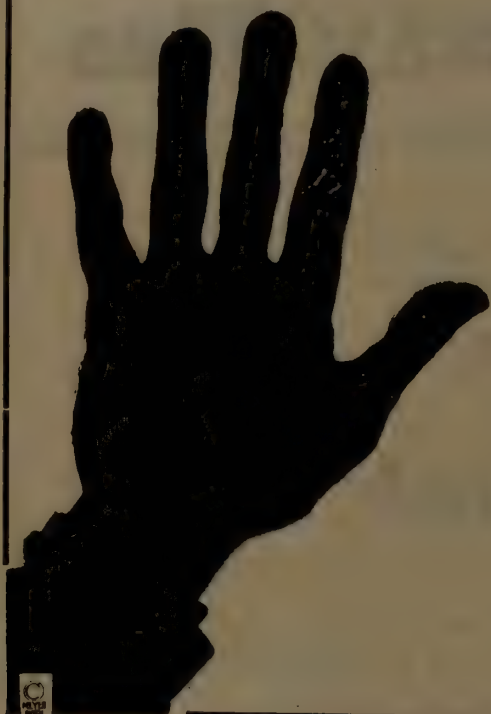
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1—Payette picket machine, made specially for shade roller stock, will feed pieces 16 in. long, also sorting table with chain top.
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1—Picket trimmer (bunch trim).
Conveyor drives and chains.
Pulleys, gears, heavy line shafting and countershafting with bearings.
Send us your requirements.
We have a large stock of double and triple leather belting in widths from 10 in. to 46 in.

Power House Equipment

3—Return Tubular Boilers, Goldie McCulloch make, 66 x 16, Dutch oven settings, 85 lbs. steam allowance Ontario Government.
Breeching and smoke stack for above boilers, 50 in. dia., newly painted, 600 ft. new 3/4-in. guy and plate for brick pier.
1—Northey boiler feed pump, outside packed, 8 in. x 5 in. x 12 in., for 8 in. suction pipe.
1—Pair Polson "Brown" type engines, coupled on quarters, 22 in. x 50 in., with 16 ft. x 48 in. belt, balance wheel. Excellent engines.
1—Pair American feed water heaters for above engines; 10 in., copper coils.

Filing Equipment

1—Waterous band saw grinder for 6 in. saws.
1—Baldwin retoucher for band saws.
1—Wm. Hamilton band saw shear, 12".
2—Reversible saw levelling blocks.
2—Chilled band saw anvils.
Hanchet band saw swages; Crescent circular saw swages; shapers and dressers.

Yard Equipment

Booms and boom chains, 3/4, 1 & 1 1/4. Winches and other mill supplies.

Prompt shipments and bargains for quick sale. Will send all particulars and prices on application.

Firstbrook Bros.
Limited
Penetang, Ont.

Will sell for
"Export Shipment Only"

Our 1919 cut of Merchantable Spruce

SPECIFICATIONS

Widths: 25% 9" and up; 50% 7" and 8"; 25% 6" and under.

Lengths: Logs are cut tree length, 8' to 24' or over.

The Lumber will be cut correspondingly long.
Average expected to be 15 to 16 ft.

QUANTITY 4,000,000 to 5,000,000 feet.

Daily manufacturing capacity 30 M to 40 M ft.
Can ship 500 M to 600 M ft. monthly.

MANUFACTURE Circular sawed, full thickness.

Will cut 2, 3 or 4 in. thicknesses, as may be wanted. Buyer to take boards accumulated. Can dress stock if wanted.

DELIVERIES Will commence to saw in May and complete our cut in November, 1919.

SHIPPING FACILITIES

Distance to Riviere du Loup, 50 miles.
Quebec, 50 miles; Montreal, 330 miles; St. John, 275 miles; Halifax, 550 miles.

HOLDING CAPACITY 1,000,000 feet.

Any lumber not shipped by December 1, 1919, to be paid for on that date and ordered forward on or before March 5, 1920.

Our manufacturing experience covers a 25-year period and believe we can satisfy the most discriminating buyer. We are particular about the manufacture and quality of our product.

Submit your proposal and buy from the manufacturer direct. We are ready to negotiate now.

Temiscouata Lumber Co.

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Located between Edmundston, N. B. and Riviere Du Loup, P. Q.

PETRIE'S LIST of NEW and USED WOOD TOOLS for Immediate Delivery

Wood Lathes

20" Sidney, Famous
16" Canada Machinery Corporation.
16" Cowan.
16" Sidney, Famous, patternmakers.
14" Sidney, Famous.

Band Saws

36" MacGregor-Gourlay, circular resaw.
36" West Side, pedestal.
34" Cant-Gourlay, pedestal.
30" Cowan, bracket.
30" Goblie & McCulloch, bracket.
30" Ideal, pedestal (3).
27" Sidney, pedestal.
20" Sidney, pedestal.

Saw Tables

No. 617 C. M. C., variety.
No. 2 Sidney, Famous, variety.
No. 2 Crescent, combination.
Ballantine variable power feed rip.
Fisher, iron frame rip.
MacGregor-Gourlay power feed cut off.
Greenlee automatic cut-off.
7 1/2' Fay & Egan, swing saw.
7' Williams, swing saw.
Vaughan, portable drag saw.
Champion, drag saw.
No. 4 Canadian, airmotor, pole saw.

Planers

30" Whitney pattern single surfacer.
26" double surfacer, with chip breaker.
24" Hermance, double surfacer.
24" Sidney, Famous, single surfacer.
24" MacGregor-Gourlay.
24" Champion planer and matcher, with moulding attachment.
24" Galt, planer and matcher.
18" Sidney, Famous, single surfacer.
16" Buzz, with slotted head.

Moulders

13" Clark-Demill four side.
12" Cowan four side.
12" Woods, four-side, inside.
10" Houston four side.
8" Dundas four side.
6" Dundas sash stickler.

Mortisers

Cowan, upright power.
Fay, upright, power.
Galt, upright, compound table.
No. 5 New Britain chain.
Fay, upright, boring attachment.
No. 2 Smart, foot power.
No. 1 Smart, foot power.

Clothespin Machinery

Humphrey automatic lathes (6).
Humphrey double slaters (3).

Miscellaneous

No. 30 Sidney, universal woodworker.
No. 8 Sidney, post boring machine.
No. 7 Sidney, post boring machine.
No. 100 Galt, post boring machine.
No. 920 C.M.C. post boring machines (2).
Fay, single spindle, boring machine.
Cowan moulder and panel raiser.
MacGregor-Gourlay 12 spindle dove-tailer.
Fay & Egan 12 spindle dovetailer.
No. 1 Ballantine dowel machine.
12" Canada Mach. Corp. sander.
24" Fay, double drum.
No. 2 Defiance belt sander.
M135 Cowan, sash and door relisher.
2 spindle Cant-Gourlay shaper.
No. 1 Defiance, axle shoulder shaper.
Superior saw arbors, 6"-30" saws (7).
M63 Cowan spindle carver.
Hall, automatic, shingle machine.
Press automatic shingle machine.
No. 2 Dominion, lath machine & bolter.
No. 3 Defiance, rim and felloe rounding machine.
No. 1 Defiance, automatic, spoke driver.
6" Linderman, automatic, glue jointer.
8" McKeough & Trotter, hoop cutter.
No. 2 Reynolds, power screw driver.

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Hemlock, Pine

All in Prime
Condition

We can fill your order in standard dimensions for British, French and Belgian trade in any of the above woods. You will appreciate the way in which your order will be attended to.

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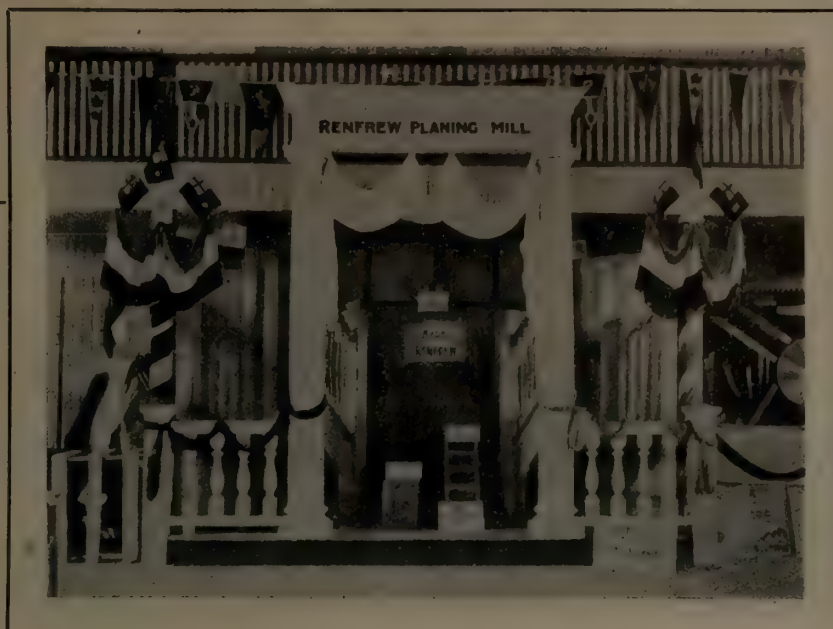
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Minister, Lands, Forests and Mines,
Parliament Buildings,
TORONTO, ONTARIO

Province of Quebec

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Timber Lands

License or permission to cut timber on public lands in this Province is acquired at public auction, after due notice has been given, subject to a yearly ground rent per square mile of \$6.50 for the years 1919-20 to 1923-24 both inclusive and of \$8.00 for the years 1924-25 to 1928-29 both inclusive.

The timber cut in virtue of such license is subject to a tariff of dues fixed by order in council. Licensees are forbidden to cut on Crown lands trees less than a fixed diameter.

The Regulations also provide that all timber cut on Crown lands must be manufactured in Canada.

In the event of a licensee wishing to transfer his rights, he is at liberty to do so under certain conditions, namely, the paying of a fee of \$4 per square mile.

There are at present time about 75,000 square miles of forest lands under license and over 150,000 miles in the possession of the Crown.

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Water Powers

To obtain authorization for the utilization of a Water-Power in the Province of Quebec, application should be made to the Honourable Minister of Lands and Forests.

Water-Falls capable of developing over 200 H.P. are granted under emphyteutic leases, the conditions of which are upon the following lines:

- 1.—Duration of the lease, from 25 to 99 years, according to the importance of the water-power and to the amount of capital required for its development.
- 2.—Payment of a yearly rental which does not vary during the term of the lease, for the land granted, counting from the date when the contract was signed.
- 3.—An additional yearly charge of from 10 to 25 cents per H.P. developed according to the geographical situation of the site of the water-power; much charge being payable from the time the power is produced.
- 4.—The charge referred to in article 3 is subject to revision every 21 years, counting from the signing of the contract.
- 5.—Delay of 2 years for beginning works and 2 further years for producing power.
- 6.—The lessee to make a deposit in money or in securities as a guarantee of good faith for the carrying out of the contract. Such deposit may be forfeited if the conditions are not fulfilled; but, in the contrary case, it may be refunded after a certain time.
- 7.—Lastly, the grantee must submit plans of his works, mills, etc., to the Department previous to their installation, and, when such installation is completed, he must keep the Department informed as to the quantity of power produced.

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Department of Lands and Forests
of the Province of Quebec

Elz. Miville Dechene,
Deputy Minister

White Pine, Red Pine Spruce, Hemlock

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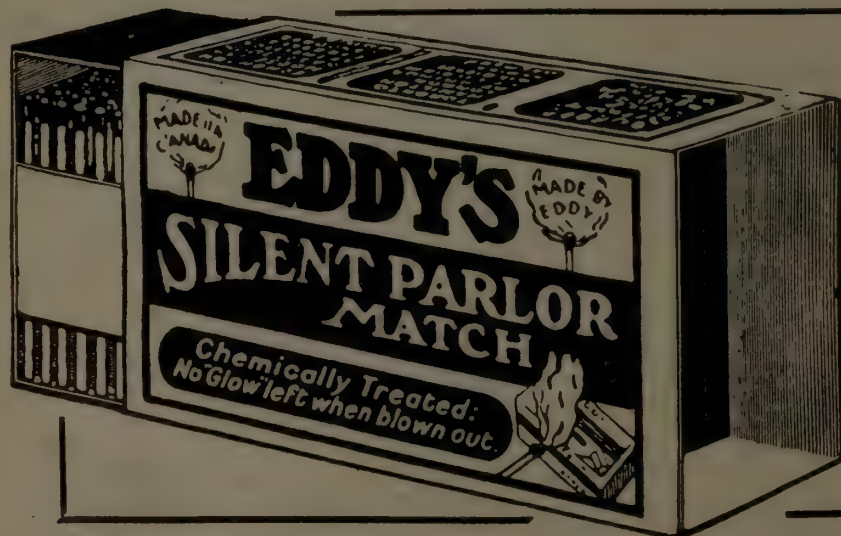
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15,000' 1 x 4" and up, 6 ft. and up rand. widths and lengths.
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1 inch Dry Spruce, Rough
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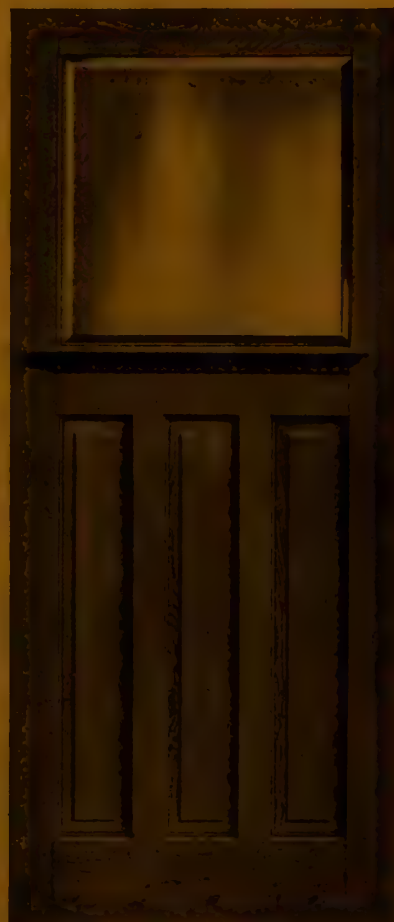
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300 square miles of timber, principally Spruce and White Pine. Also fine stand of Birch.

A milder climate than Maine. Low cost labor. Excellent driving facilities. Much old growth White Pine running as high as 2,500 feet to single tree.

Will Sell All Or Any Part

Deepwater harbor. Can load from mill yard to vessel. We have the last large Pine tract in the Ottawa valley, Canada.

If you want to buy or sell large or small tracts, let us hear from you.

Frank W. Lawrence Company

Lawrence Building, 140 Tremont St., Boston, Mass.

WM. E. LITCHFIELD, Pres.

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L. & H. LUMBER CO.

— Manufacturers and exporters of —

HARDWOOD LUMBER

VERMONT
Beach, Birch, Basswood
Maple

INDIANA
Ash, Elm, Hickory
Sycamore Walnut
Whitewood

Plain and Quartered Oak

We operate Mills in New England and the Middle West, producing only from High Grade Logs. The stock is well manufactured and carefully dried. Inspected by Rules of National Hardwood Lumber Association of the United States.

We have excellent connections which enable us to offer Bay Poplar, Cherry, Gumwood, Chestnut, Pacific Coast Woods and Philippine Mahogany.

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Boston, Mass., U. S. A.

CEDAR PRODUCTS, LIMITED

AMHERST, N. S., CANADA

Railway Ties,
Cedar Shingles,
Pine and Spruce
Lumber, Lath, Etc.

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FOR PROMPT SHIPMENT

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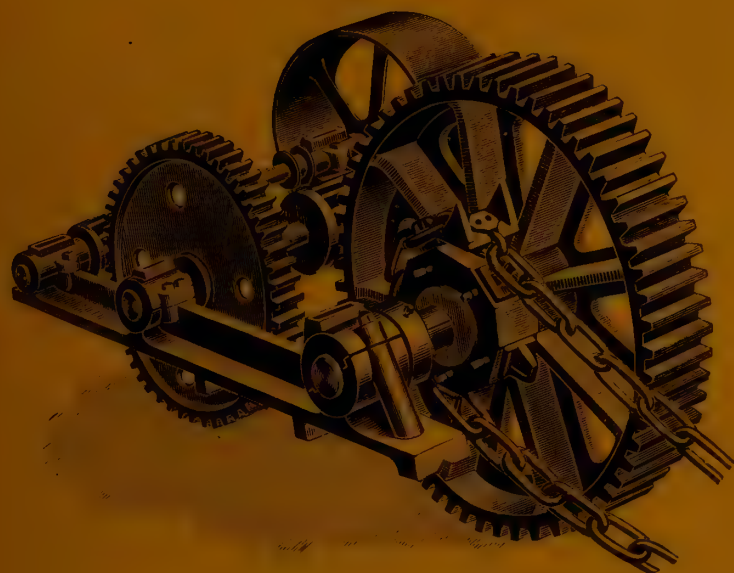
THE above trade mark appears on every stick of our export lumber. This mark is truly significant of merit. It has behind it 33 years of close study and development of right practices in the manufacture and handling of hardwoods from the southern part of the United States. Unvarying integrity of product has brought us from an humble beginning to a ranking position in American hardwood manufacturing circles. That mark is backed by a big reserve of splendid timber--oak, gum, cottonwood, ash, cypress and the other important southern species; by thoroughly modern equipment, including five complete sawmills, adequate rotary veneer and plywood facilities and a thoroughly harmonious and efficient organization. Your import orders can safely be trusted to us because we have an international reputation for quality of product, because we have a wide selection of stocks and because our organization is big enough to properly handle any order from our own stocks on hand.

ANDERSON-TULLY COMPANY

MEMPHIS, TENNESSEE, U. S. A.

WE CUT 70,000,00 A YEAR OF HIGH GRADE SOUTHERN HARDWOOD

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No. 2 Jack Works

"Hamilton" Machinery is built in a plant that has been specializing in **High Grade Dependable Saw Mill, Pulp Mill and Hydraulic Equipment** for over sixty years. We guarantee our products in material, design and workmanship to be the equal of any on the market, and to give perfect satisfaction wherever used.

"Quality First" Our Motto

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Boom Chains
Warping Anchors
Capstans for Warping
Log Jacks
Log Deck Equipment
Band Mills
Log Carriages
Set Works (steam & hand)
Edgers
Husk Frames
Live Rolls and Drives
Slashers
Trimmers
Cut-off Saws
Lath Mill Machinery
Shingle Mill Machinery
Filing Room Machinery
Resaws (circular)
Hogs
Drag Saws
Gang Circulars
Twin Circulars
Steam Feeds
Friction Feeds
Transmission Machinery
Haul-up and Transfer Chains

SAW MILL—Cont'd.

Refuse Burners
Conveyors
Engines (slide and piston valve)
Boilers
Feed Water Heaters

PULP MILL

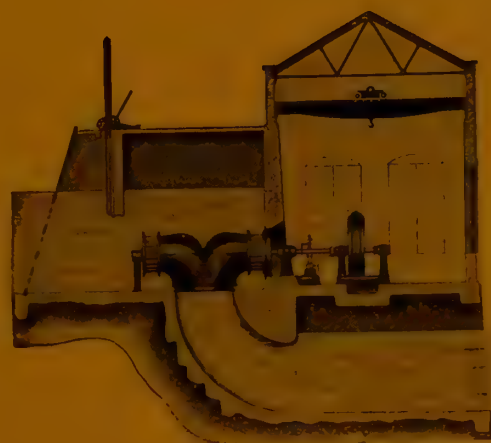
Log Haul-Ups
Pulp Wood Slashers
Pulp Wood Conveyors
Barking Drums
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Triplex Stuff Pumps
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Head Gate Hoists
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Trash Racks
Butterfly Valves
Power Transmission
Hand Power Travelling
Cranes
Steel Feeder Pipes
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Steel Plate Work
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Boiler Breechings
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Steel Bins and Hoppers



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Peterboro, Ontario

Agents: J. L. Neilson & Co., Winnipeg, Man.

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Cotton, Duck and Canvas Products

Army
Standard
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Guaranteed



Made in
Our Own
Cotton Mills
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Stable Tents

Cookery Camps

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River Driver and

Lumbermen's Tents

WOODS MANUFACTURING CO., LIMITED

MONTREAL

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SERVICEABLE TENTS



STYLE No. 12

SHED OR AMAZON TENT

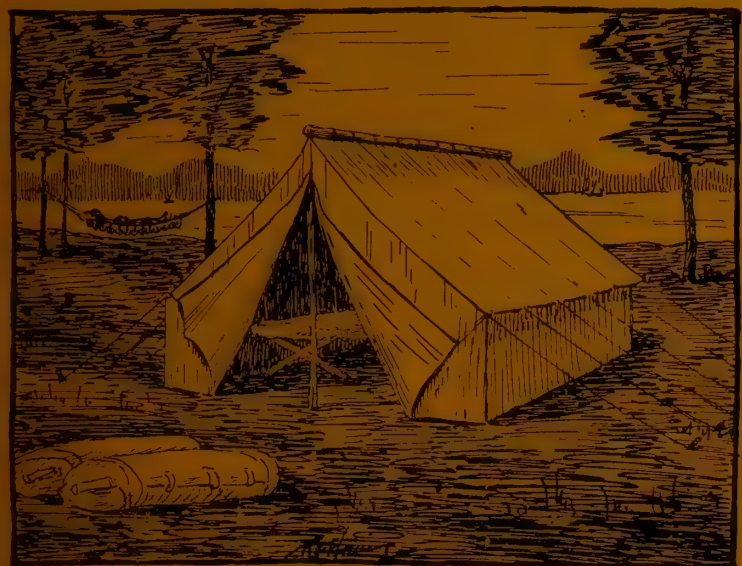
Ideal for Summer Camp in sheltered position. A very comfortable canvas summer home.



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Popular Prospectors' Tent, giving most protection for least weight.

This Tent, made from Sail Silk, weighs 5 lbs. Fine for canoe work.



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This is our most popular line; full stock always ready for delivery.



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*Something
Sure*



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“EXTRA” “STANDARD” “ACME WATERPROOF”

The surest thing in belting is the genuine “Goodhue”. Each of the above brands serves best in its own way. We would particularly recommend our “Acme” where dampness and trying conditions are to be met.

All our belts are made from the very best selected hides, well tanned and thoroughly stretched. If you have any belting troubles try “Goodhue” and they will cease. Goodhue Belting is the only solution.

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Maritime | Provinces

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General Offices: CHATHAM, N.B.

GEORGE F. UNDERWOOD
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View of Mills at Morrison's Cove.

Manufacturers of

Spruce and Pine Lumber
Lath, Shingles and
Pulpwood

Mills at

MORRISON'S COVE DOUGLASTOWN
AND CHATHAM, N.B.

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The same pattern or make of Axe will not satisfy every woodsman—of course. Just the same, there are several essential points that must be looked for if the Axe is to give good service. High grade steel first of all. Hand made production that may be watched closely in the tempering. A finishing that will ensure a good cutting edge that will stay keen. These points are well exemplified in Blenkhorn's Chief—our axe that satisfies the most critical.

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BLENKHORN & SONS, Canning, Nova Scotia

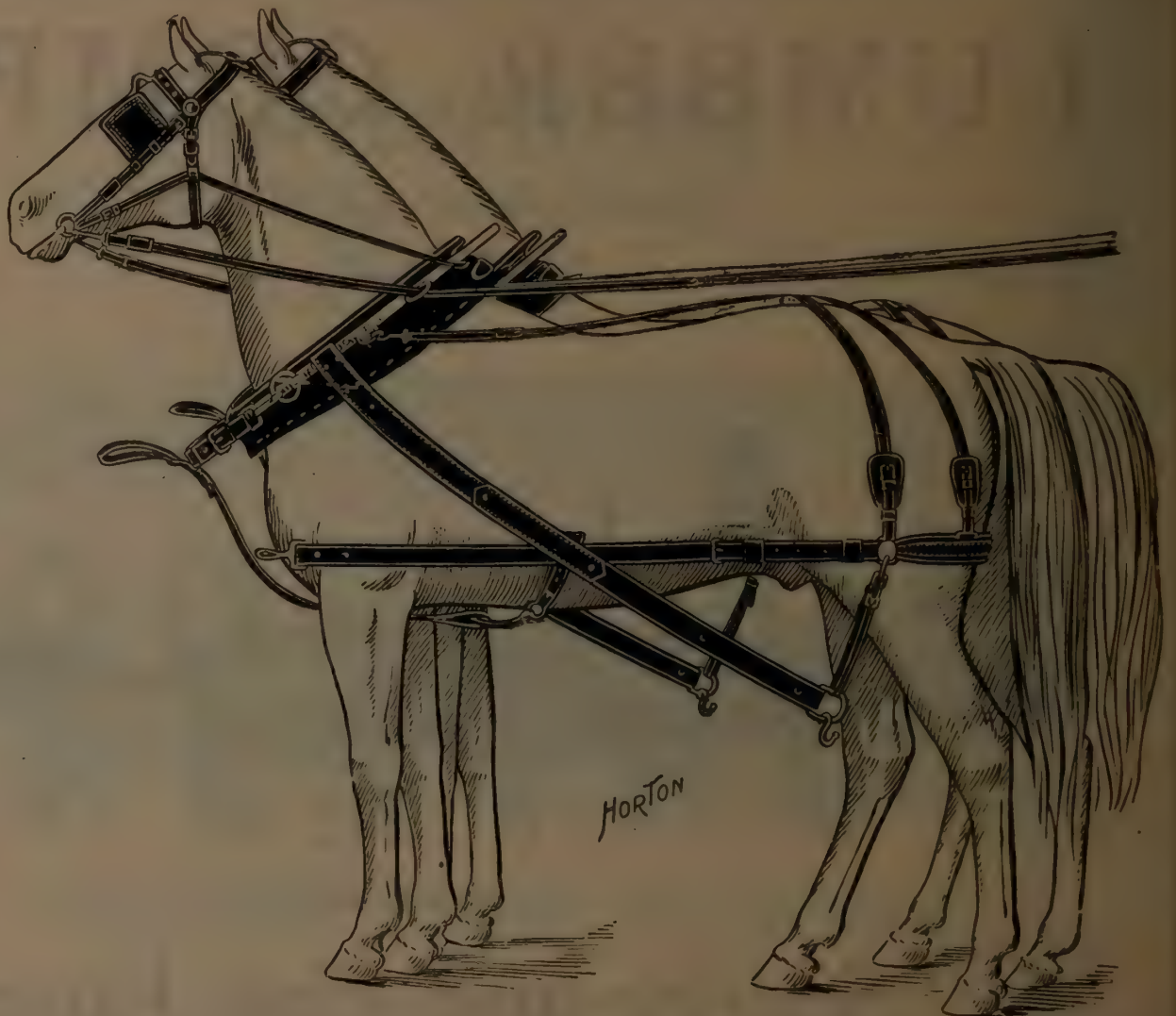
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H. Horton & Son
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9 & 11 MARKET SQUARE

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Will put an end to your Harness troubles. Our Guarantee of reliability is backed by fifty years of satisfaction. Alligator Brand will eliminate straining and slipping. It will give comfort to your horses and convenience to the driver; our lumberman's harness is made for strength and long wear. Try Alligator.

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Kraft Pulp
Easy Bleaching
Sulphite Pulp

We Specialize in
Spruce and White Pine

We solicit inquiries from the Export market for Spruce and White Pine lumber to be sawn to order during the sawing season of 1919. Our two band-mills, with a capacity of 200 M. feet daily, are located on tide-water. Ocean going steamers load quickly and safely at our wharves in the shelter of Bathurst Harbor. The little towing necessary is done by our own steam tugs. Stevedoring and port charges are reasonable.

Our extensive yards enable us to open-pile our deals so that they dry out bright and free from stain.

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LIMITED
Bathurst, N. B. Canada

Maritime Provinces

Spruce, Pine, Hemlock, Laths, Shingles, Railway Ties

Our Planing and Resaw plant makes it possible to meet buyers' requirements



View showing our Sawmill and Boom—Steamers Loading for Export Shipment

Our Reputation is Our Recommendation

The name of the J. B. Snowball Co. is always coupled with standard quality and dependable service. It is our aim to always work consistently along these lines in supplying the trade.

EXCELLENT FACILITIES FOR OCEAN SHIPMENT

Railway Sidings in Mill Yards for American and Canadian Shipments.

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CHATHAM, NEW BRUNSWICK

FRASER COMPANIES, Limited

Bleached Sulphite Pulp Mill. Saw Mil (all Band Saw Mills). Shingle Mills.

HERE THEY ARE ON THE MAP



Mills and Railway Connections

Saw and Shingle Mills.	Railway Connections.	Saw and Shingle Mills.	Railway Connections.
Cabano, Que.	Temiscouata Ry.	Baker Brook, N. B.	C. G. Ry., Temiscouata Ry.
Glendyne, Que.	C. G. Ry.	Plaster Rock, N. B.	C. P. Ry.
Estcourt, Que.	C. G. Ry.	Fredericton, N. B.	C. P. Ry. and C. G. Ry.
Edmundston, N. B.	C.P.R., C.G.R. and Temiscouata Ry.	Nelson, - N. B.	C. G. Ry.
Bleached Sulphite Mill, Edmundston, N. B.			Railway Connection, C.P.R., C.G.R. and Temiscouata Ry.

Bleached Sulphite.

Rough and Dressed Spruce.

White Cedar Shingles.

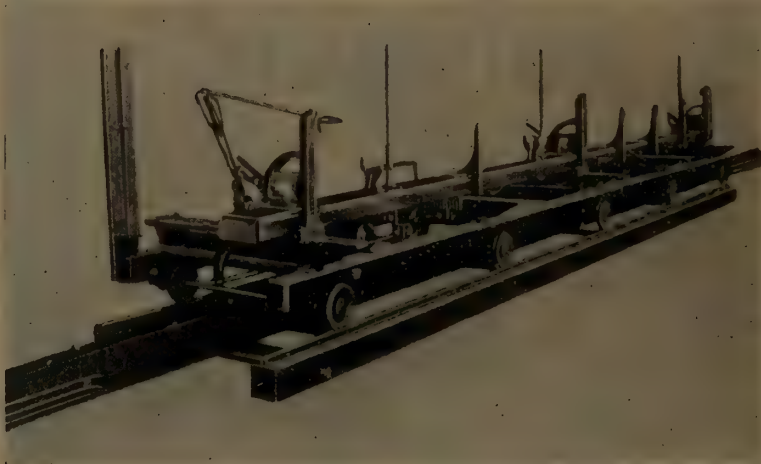
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Piano Sounding Board Stock a Specialty.

Selling and Purchasing Offices :-- EDMUNDSTON, N. B.

OXFORD

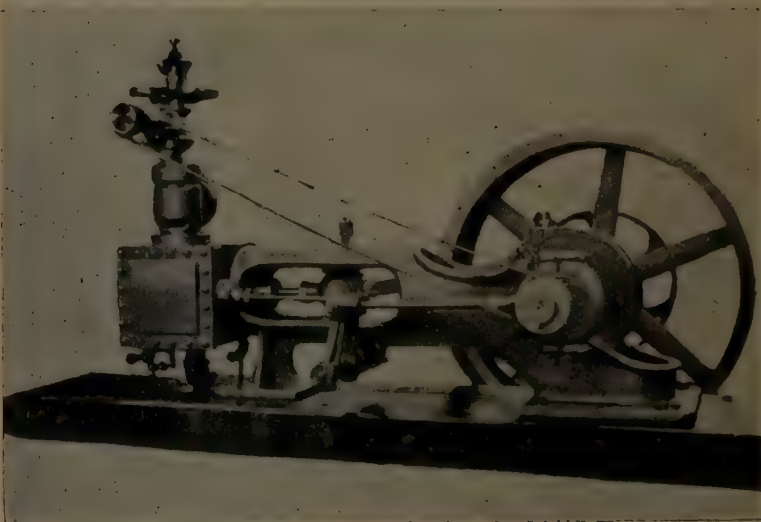
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20' Ordinary Frame Carriage



Heavy Carriage with Independent Set Works and Multi Hook Dogs



New Model Horizontal Engine, particularly adapted for portable mill work



Three Saw Gang Edger

Carriages with steel Logseats and Light Variable Feed Saw Husk, rope drive to suit light power. Edgers carrying from 2 to 7 saws to suit capacity of mill built in four sizes. Saw Husks with patented belted friction feed for ordinary size mills, also adapted for steam feed if desired. Lath Machines, capacity 40,000 in 10 hrs. Pole Road Trolleys, 8 to 10" flange.

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Company, Limited

OXFORD,

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N.S.

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Maritime

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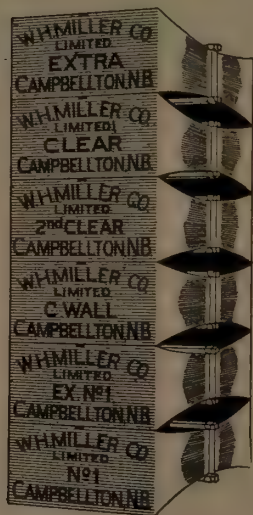
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New Brunswick

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Our Specialty

Let us quote you on your requirements

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Campbellton, N.B.

Davison Lumber & Manufacturing Co., Ltd.

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THE LARGEST LUMBERING INDUSTRY IN NOVA SCOTIA

PRODUCTION 40 MILLION FEET PER ANNUM

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Box Shooks and
Dry Pressed Baled Sulphite and Sulphate Pulp Chips**

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We are equipped with everything appertaining to Modern Saw Milling and operate from the Woods to the finished product.

If you want something special quickly, try us. We will cut, dry, work and ship within a few days from receipt of order.

We are located on the main line of the Halifax and South Western Railway and on Tidewater.

We Operate:

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A Rotary and Gang at Mill Village, N.S.	" 40,000 ft. per day	A Dry Kiln at Bridgewater, N.S.,	" 100,000 ft. per day
A Rotary and Gang at Bridgewater, N.S.,	" 80,000 ft. per day	A Chipping Mill at Bridgewater, N.S.,	" 100 cords per day
A Planing Mill at Bridgewater, N.S.,	" 100,000 ft. per day	A Ground Wood Pulp Mill at Charleston, N.S.,	Capacity 40 tons Spruce Pulp per day.

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We would also remind you that **WE SUPPLY SHOE PACKS**—the genuine oil-tanned—which are second to none. Backed by a reputation of fifty years' standing.

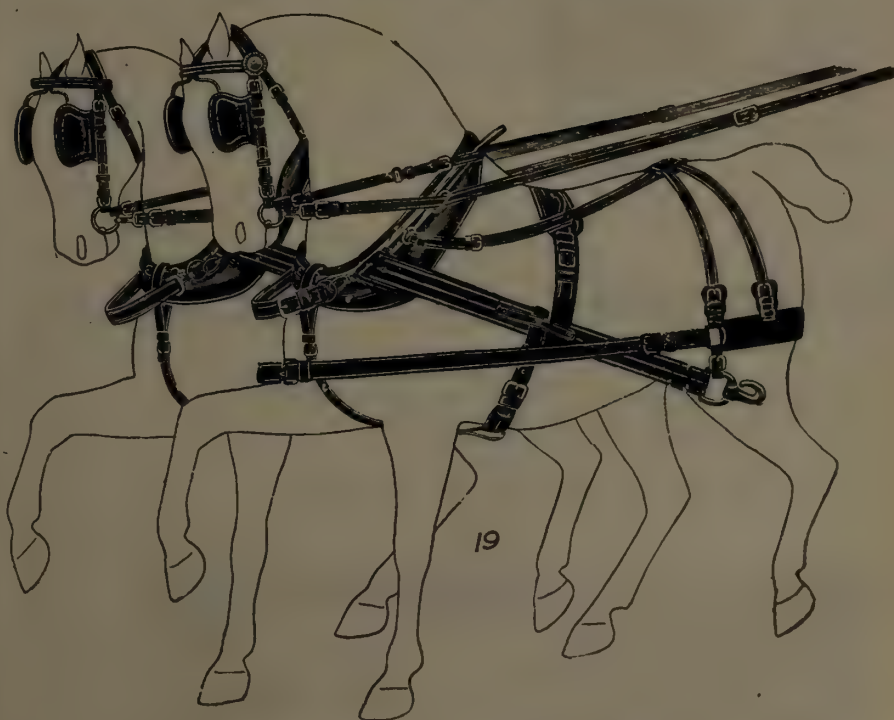
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Limited

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White Pine and Spruce Lumber

**Laths, Pickets and Cedar
Shingles**

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BOXES AND BOX-SHOOKS

Saint John, N.B., Canada

Colin C. Tyrer Co. Ltd.

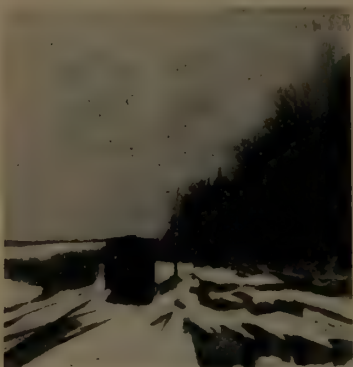
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We are prepared to fill your orders
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for prompt shipment. We solicit your
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New Brunswick

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Hardwoods and Spruce

BIRCH— Logs and Timbers, Round and Hewn
Selected Butts for Veneers.

Specialty—Dimension Hardwoods



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LIMITED

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“MOOSE HEAD BRAND” Oil Tanned Waterproof Moccasin Footwear



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STREAM DRIVERS' PACK
Palmer's "Moose Head Brand"



No. 20 Draw String
MEN'S SKOWHEGAN
Waterproof Draw String Shoe Pack
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Palmer's Footwear for
Lumbermen needs no
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For forty years this
Footwear has been tried
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Reliable Footwear for the
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Established 1894

Incorporated 1908

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Our stocks are selected from the prime forest
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We have on hand at all times large stocks of 1 in.
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*Spruce
Pine
Hardwood
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*Dimension Lumber
Laths
Shingles
Railway Ties*

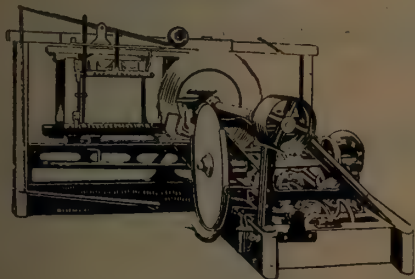
We shall be glad to have your inquiries by cable or letter, which shall have our prompt attention.

Our facilities for shipping are unexcelled, both winter and summer.

These Machines Are Built for Service

Cost of upkeep is nominal

"Dunbar" Shingle Machine



The Genuine "DUNBAR" Shingle Machine gives RESULTS that satisfy the owner, the operator, and purchasers of its output.

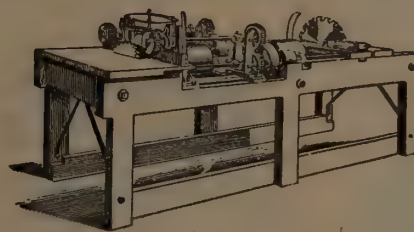
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Wooden frame; lath machine at one end, bolter at the other; belt feed; capacity with two lath saws 40,000 to 50,000 per day; a third saw will increase the output. All boxes are self-oiling. Machine weighs 900 lbs. 15-20 H.P.

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Lumbermen! Here is something you need: Axe and Hammer Combined.

The POLL or HEAD of this Axe is made of the highest grade of Octagon CAST STEEL, inserted and welded into the Axe as shown.

It is then properly tempered to stand heavy driving, such as TREE WEDGES, etc.

It will drive wedges and do your limbing.

It saves carrying to the woods a maul, which is often lost in the snow, besides making one more tool to look after.

Eastern lumbermen use a lot of these axes and would not do without them.

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This axe is made to stand, you should have them to speed up your work.

This axe is covered by patent in Canada and United States.

We also manufacture single and double bit axes under our special brand XXX Choppers.

WRITE US FOR PRICES AND FURTHER PARTICULARS

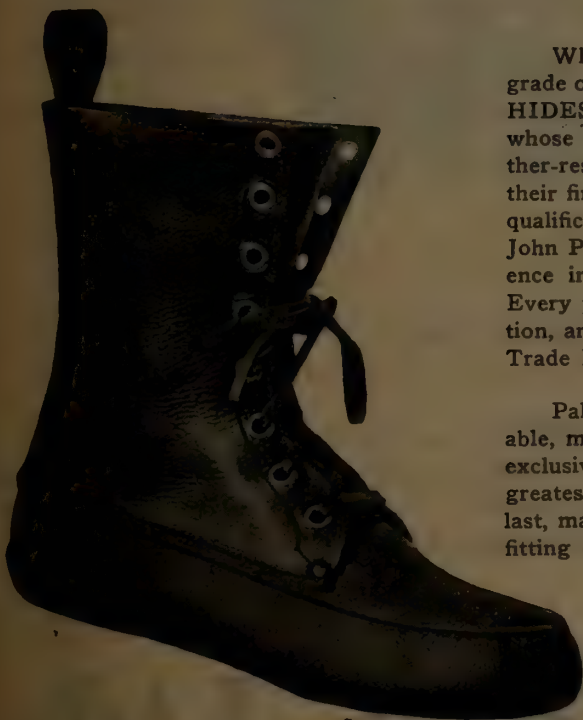
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ST. JOHN, N.B., CANADA

Sole makers XXX Axes, Ship Axes, Adzes and Slices.



Palm Tree Brand Larrigans



Why Palmer-McLellan Draw String Larrigans excel. We only make one grade of Draw Strings. Every pair is carefully selected from the best PACKER HIDES that money can buy, tanned by the most expert tanners, made by men whose forefathers were born in the business. The wonderful, enduring weather-resisting quality of Palm-Tree Larrigans is the true economic reason for their first place in the hearts and minds of the Canadian Lumbermen. All the qualifications of the perfect making are founded on the experience of the late John Palmer, the founder and originator of this Company, whose wide experience in the Larrigan business is one of your many assurances of quality. Every pair of our Draw Strings are guaranteed and backed by our organization, and to insure yourself AGAINST IMITATION look for the Palm-Tree Trade Mark.

Palmer-McLellan Farm Boot, born of the Larrigan, light, strong and durable, makes the most ideal boot for summer, fall and winter wear. We own exclusively the patents on this boot. It is made from Chromoil Leather, the greatest wear resisting leather on the market. Shaped on a Right and Left last, made with sole and counter in several heights and weights, it has all the fitting comforts of a real moccasin, but will hold its shape with any boot.

If your Shoe Jobber cannot supply you, write us for prices and samples.



Palmer-McLellan Shoepack Co., Ltd.

FREDERICTON, N. B.

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*In the Rough, Planed, Matched and Finished Ready
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We Offer For Sale

Four to Five Million Spruce Laths, to be sawn at our St. John Mills. Also Two to Three Million Laths from our Lake Frontier, Quebec, Mill. No better Laths are manufactured. Can be sawn in widths to suit purchaser if prompt arrangements are made. Also One to Two Million Feet of Refuse Boards, Scantlings and Deals.

We have the cuts of two mills yet unsold, about Eight Million Feet Deals—to be sawn from best Quebec and Maine logs.

Speak quick, before they are sold elsewhere.

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Ready Cut
Houses
at our
St. John, N.B.,
Woodworking
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Send us your
enquiries.

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Large Stocks of
Clear, Select, Box
and Shipping Pine
always on sticks
Sheathings,
Floorings in
Hardwood,
Pine, Spruce,
and Douglas Fir

Try and think of us
when ordering.

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Factory & Glass Works
ST. JOHN, N. B.

*We guarantee the quality and manufac-
ture of our lumber unsurpassed. You
can be assured of prompt attention and
quick delivery. Address all enquiries to
the head office.*

Quebec Mill
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St. John, N.B.



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VICTORY

Brings

Industrial

Revival

WITH the best of our manhood, and the bulk of our resources for so long diverted to the prosecution of the war, industrial development has naturally suffered many setbacks and limitations.

Victory is, however, an accomplished fact and in this lies our great moral impetus for the reconstruction and further development of our industries.

It has been predicted that the next five years will be the most prosperous, progressive and successful in Canada's history, that the result will astonish even the most optimistic of to-day.

The E. Long Manufacturing Co. having its plant and activities so long absorbed in the production of war materials has had many difficulties in keeping up its supply

of regular lines for the lumber industry, but throughout the period of stress it consistently endeavored to keep in touch with its many friends and customers.

New conditions create new demands, and The E. Long Manufacturing Co. are now bending their efforts to get back to their old time promptness of supplying goods

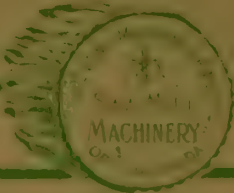
Your enquiries are now respectfully solicited.

The E. Long Manufacturing Co. Ltd.

ORILLIA - - ONTARIO



LUMBERMEN'S



EQUIPMENT

We make mill machinery
of all kinds. Send for
our Catalogue and de-
tailed information of any
machinery you require.

Saw Carriages



We make all sizes of Saw Carriages for every type of mill.

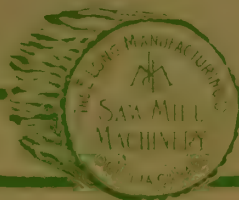
The Carriage illustrated is our No. 40 three block outfit. Knees recede 40 inches from the saw line. May be furnished in any number of head blocks or axles, also with steam set works attached to either our No. 3 or No. 4 set. This is one of the most substantial carriages ever designed, and is well known for its efficiency throughout the lumber industry of Canada.

The E. Long Manufacturing Co. Ltd.

ORILLIA - - ONTARIO



LUMBERMEN'S



EQUIPMENT

Lath Machinery

When you overhaul your mill get in touch with us about new equipment. We will be pleased to co-operate with you in every way.

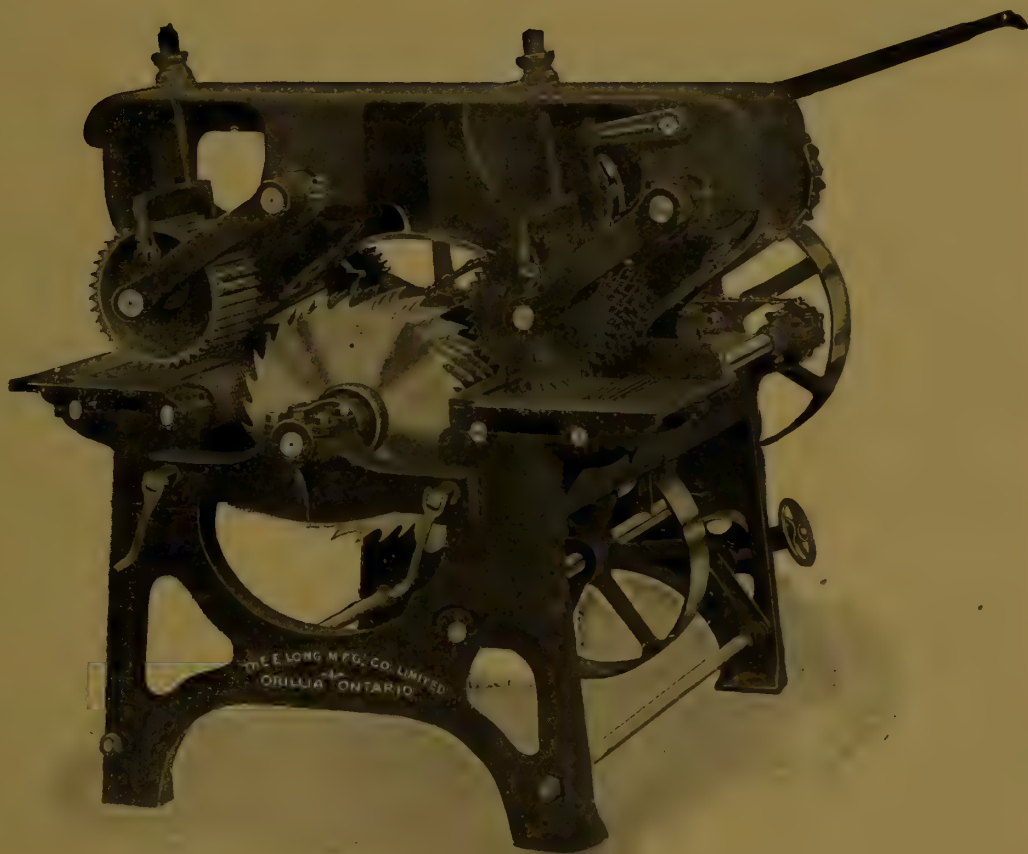
A Customer Writes:—

"We have been cutting dry slabs and cull ties to try to keep up to the capacity of our lath mill. (We were not getting half enough green slabs from our circular saw.)

"The bolter, Long's No. 3, in particular can not get hold of enough to chew, and no man can feed the lath saws enough to stall them.

"We have had no breakdown of any kind and our product is said to be equal if not superior to anything selling on the Chicago market."

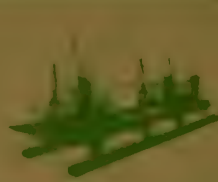
(Name on request)



No. 3 Bolter

The E. Long Manufacturing Co. Ltd.

ORILLIA - - ONTARIO



LUMBERMEN'S

EQUIPMENT

Complete Mill Equipment Service

By many years of concentration on the manufacture of equipment for lumber operations, we offer saw mill machinery that is built with a thorough knowledge of requirements. Below we mention a partial list of our "Quality" Machinery. We supply these machines for mills of any capacity.

Carriages
Cant Flippers, Steam
Edgers
Feeds, Steam and Friction
Lath Bolters
Lath Machines
Lath Binders and Trimmers
Log Jacks
Log Kicker
Log Loaders, Steam
Log Turners

Log Chains
Niggers, Steam and Friction
Rollers, Live and Dead
Saw Frames
Set Works
Slashers
Steam Feed Valves
Shingle Machinery
Trimmers
Transmission Machinery
Transfers

We supply machinery complete, including power, for mills of any capacity. Plans and specifications on application.



The E. Long Manufacturing Co. Ltd.

ORILLIA - - ONTARIO

W. Malcolm MacKay Limited

St. John, New Brunswick

(A. F. & D. MacKay, Royal Liver Building, Liverpool, G.B.)

EXPORTERS OF

Spruce, Hardwood, Pine, etc. from all New Brunswick and Nova Scotia Ports, to British, Continental and American Markets

Nova Scotia Office:

42 Sackville St., Halifax, N.S.

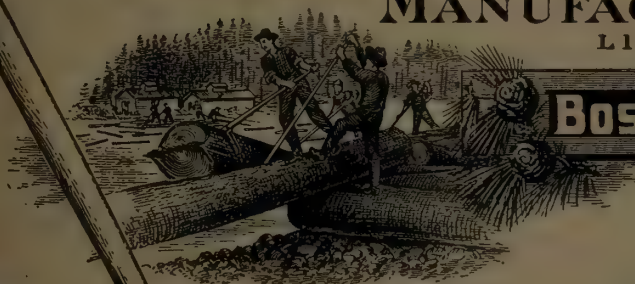
Get Our Catalogue, and when Ordering

Say you want **“BOSS”** Lumbering Tools

Mc FARLANE'S FORGED STEEL SOCKET PEAVEYS

The McFarlane-Neill

MANUFACTURING Co.
LIMITED.



BOSS LUMBERING TOOLS

WORKS & OFFICE
NORTH DEVON
NEW BRUNSWICK, CANADA.

IN USE FROM THE ATLANTIC TO PACIFIC

REDWOOD MAKES THE BEST TANKS

By its properties of resistance to the effects of wet as well as all kinds of acid, Redwood is the best material for the construction of tanks, and it is being extensively used by tank builders throughout the continent.

Redwood is specially adaptable for vats and tanks in tanneries. We have stocks ready for immediate shipment. Write for prices and particulars.



THE PACIFIC LUMBER CO.

11 South LaSalle Street
CHICAGO

NEW YORK, 103 Park Avenue

Forest Mills of British Columbia, Ltd.

Head Office

Revelstoke, B. C.

MANUFACTURERS OF

White Pine
Western Pine

LUMBER

Cedar, Larch
and Fir

LATH

MOULDINGS

SHINGLES

Our Specialty: All Grades Western Soft Pine Lumber

Four Modern Mills

Special Attention to Mail Orders

Quality

Service

Price

These three elements include the decisive factors in determining whether a purchase is a profitable one or not.

QUALITY, Service and price mean absolutely nothing if the goods are not right when received.

SERVICE, Is of utmost importance for it makes no difference how good the goods or how cheaply bought, if you do not receive them when wanted; it may mean the shutting down of your plant, with its attendant loss and annoyance.

PRICE, Must, of course, be right, but with all, it is the least important of these three factors.

We give our customers full satisfaction on all of these points; let us quote on your requirements.

John I. Shafer Hardwood Co.
SOUTH BEND, IND.

Trade



Mark

Reg. U. S. A.

ALABAMA HEWN OAK TIMBER—

HARDWOOD LOGS:—

Ash, Hickory, Poplar, Oak, Satin Walnut,
Mobile Bay Poplar, Dogwood

HARDWOOD LUMBER:—

Hewn Pitch Pine Timber, Pitch Pine Lumber

THE S. K. TAYLOR LUMBER COMPANY
Exporters Mobile, Alabama, U.S.A.

Cables
"Taylor, Mobile"

Atlantic Lumber Company HARDWOODS

WEST VIRGINIA SOFT RED AND WHITE OAK
Our Specialty: West Virginia and Pennsylvania Cherry

1055 Seneca Street

Standard Hardwood Lumber Co. Hardwoods

Prompt Shipment From Buffalo Yards or
from Mill direct to you

8 Million Feet Dry Stock on Hand 1333 Clinton St.

Hugh McLean Lumber Co. Hardwoods of All Kinds

Our Specialty—QUARTERED WHITE OAK
MAHOGANY

Established 25 Years

940 Elk Street

Miller, Sturm & Miller

1142 SENECA STREET

Hardwoods of All Kinds

G. Elias & Bro., Inc.

Established 1881

All Kinds of Hardwood Lumber

And in addition we carry a full line of
White Pine, Yellow Pine, Spruce, Hemlock and Fir Timber,
Lumber, Millwork and Boxes—Maple and Oak Flooring

CAREFUL ATTENTION TO MIXED CAR ORDERS

Taylor & Crate

Hardwoods of All Kinds

A stock of 18,000,000 to 20,000,000 feet of hardwoods
carried at all times at our two big Buffalo Yards

Established 50 Years

Rail or Cargo Shipments

T. Sullivan & Co.

HARDWOODS

We Specialize in Brown Ash and Elm

Car or Cargo Shipments Cor. Niagara and Arthur Sts.

Yeager Lumber Company, Inc.

SPECIALTIES

Oak, Poplar, Ash, Maple

932 Elk Street



B Buffalo U Hardwood F Lumber F Dealers A L O

Buffalo Hardwood Lumber Co.

940 Seneca St.

We specialize in White Ash, Plain Oak, Qtd. Oak,
Maple and Poplar. We also carry a complete stock of
Native Hardwoods.

Blakeslee, Perrin & Darling

A Complete Stock of Seasoned Hardwoods

including Ash, Basswood, Birch, Cherry, Chestnut,
Cypress, Elm, Gum, Hickory, Maple, Plain and
Quartered Oak, Poplar and Walnut.

1100 Seneca Street

The Hyde Lumber Company

Band Mills:

Lake Providence, La.

Sales Office:

South Bend, Indiana

Cable Address—Hyde Southbend

Codes—Universal and Hardwood

Manufacturers and Exporters
of

HARDWOOD LUMBER

Plain White Oak

Quartered White Oak

Plain Red Oak

Quartered Red Oak

Sap Gum (Hazel Pine)

Red Gum (Satin Walnut)

Tupelo (Bay Poplar)

Kraetzer Cured Gum

Ash Elm

Sycamore

Cypress

Cottonwood

ALL THICKNESSES

WE SOLICIT YOUR INQUIRIES

SOUND AND
SQUARE EDGED

OAK TIMBERS

CUT TO ORDER

OAK PLANKING

2 inch and Thicker
No. 1 Common and
Better Grades :: ::

ST. FRANCIS BASIN
BAND SAWED

HARDWOODS

KRAETZER
CURED

GUM

*Straight
and Flat*

TENNESSEE
AROMATIC

RED CEDAR LUMBER

IN STRAIGHT OR MIXED CAR LOTS

We will produce this year thirty-five million feet of
Hardwood Lumber, and would appreciate an oppor-
tunity to quote on a share of your requirements.

Fair and courteous treatment extended at all times.

Geo. C. Brown & Company

Main Office: Memphis, Tenn.



Southern "Insurance" for Future Labor Supply.

Southern Products

Including long leaf Yellow Pine, short leaf Yellow Pine, Ash, Oak, Elm, Gum, Tupelo, Cottonwood, Louisiana Red Cypress, Kiln Dried End Matched Red and White Oak Flooring, etc., all of best quality. Manufactured by men of experience in splendidly equipped mills. Let us show you the value of our service---try us.

Annual Capacity	Feet
Yellow Pine	350,000,000
Cypress Lumber	50,000,000
Cypress Shingles	15,000,000
Cypress Lath	15,000,000
Hardwoods	20,000,000
Oak Flooring	10,000,000

Let us quote you.

CHICAGO LUMBER & COAL COMPANY

Manufacturers

Yellow Pine, Cypress and Oak Flooring Sales Offices: East St. Louis, Ill.
Hardwood Sales Offices: Exchange Bldg., Memphis, Tenn.

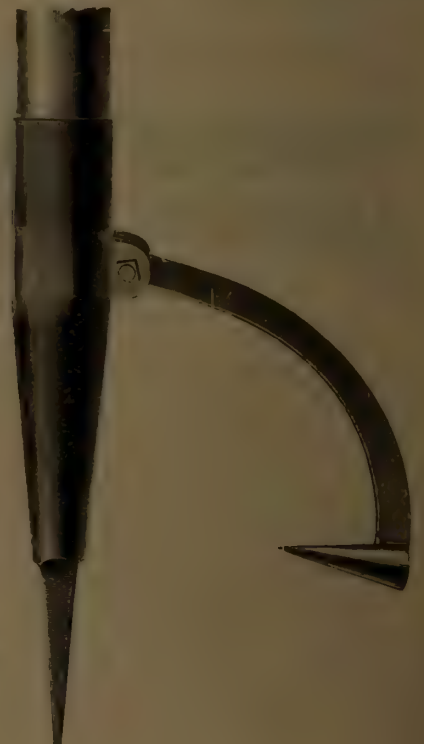
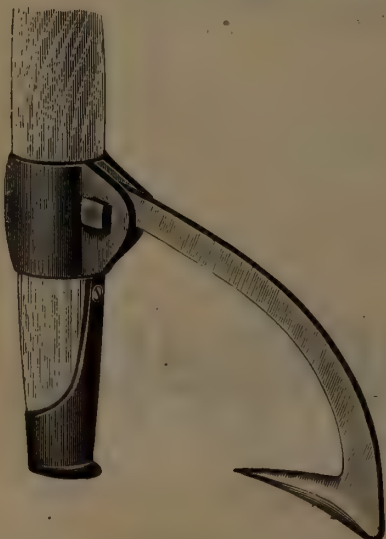
Peavey Patent Cant Dogs

The very best in material and workmanship have been combined to turn out these improved cant hooks. Made in one solid piece with taper solid socket, extra light and extremely strong.

From our large stock on hand, which includes five sizes, we can fill your order immediately.

We also manufacture Malleable Clasp Hooks with extension toe rings, duck bill or round bill hook.

Let us put your name on our list to receive our catalog showing a complete line of lumbering tools.



The Peavey Mf'g Company

PARKER STREET

Brewer

Maine

U.S.A.

Unexampled Opportunity for Investors and Home Seekers

Fifty thousand acres of Canadian timber and grazing lands situated in the fertile Kootenay Valley in Southern British Columbia through which flows the beautiful Kootenay River.

About thirty thousand acres of this land is thickly covered with Virgin growth of Larch, Spruce, Pine and Fir.

About twenty thousand acres consist of the finest grazing and agricultural lands in North America.

The Kootenay Central Railroad, a branch of the Canadian Pacific Railway, passing through the Kootenay Valley, gives favorable access to all markets.

The exceptional features of the opportunities for the development of this property are :

The large body of fine Virgin growth timber as a supply for any size saw mill, with unlimited markets in Canada and the United States for its products.

The natural grazing lands, with rare climatic conditions, wonderfully suitable for raising cattle and other live stock.

The agricultural lands, with soil of great fertility, freely watered by numerous rivers and streams.

The land now covered with timber, free from undergrowth, immediately available for extensive farms after the timber is removed.

Hall Lumber Company

101 Milk Street, BOSTON, MASS.

Cable Address : Hallcopy, Boston, U.S.A.

Lumbermen's Underwriting Alliance

U. S. EPPERSON UNDERWRITING COMPANY

ATTORNEY IN FACT

ADVISORY COMMITTEE:

R. A. LONG, Chairman,
Kansas City, Mo.
President Long-Bell Lumber Co.

E. G. SWARTZ,
Perry, Fla.
Vice-Pres. Burton-Swartz Cypress Co.

C. W. GATES,
Pasadena, Cal.
President Grossett Lumber Co.

J. B. WHITE,
Kansas City, Mo.
Pres. Missouri Lbr. & Mining Co.

CHAS. S. KEITH,
Kansas City, Mo.
President Central Coal & Coke Co.

J. H. HIMMELBERGER,
Morehouse, Mo.
Pres. Himmelberger-Harrison Lbr. Co.

E. H. VAN OSTRAND,
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President Craig Mountain Lumber Co.

J. N. PENROD,
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Pres. Penrod Walnut & Veneer Co.

W. C. EDWARDS,
Ottawa, Canada
President W. C. Edwards & Co.

L. L. SEIBEL,
Kansas City, Mo.
President Fort Smith Lumber Co.

SUITE 1114-18 R. A. LONG BUILDING
KANSAS CITY, MISSOURI

CONDENSED FINANCIAL STATEMENT

December 31, 1918

ASSETS:

Cash in Banks\$ 598,716.88

Bonds:

State of Louisiana 5s	\$ 54,419.04	
City of Dallas, Texas, 4½s	40,338.40	
Kansas City of Terminal Railway, 1st Mtg. 4s	28,639.18	
Sedgwick County, Kansas, 4s	15,808.39	
City of Omaha, Nebraska, 4½s	40,553.66	
City of Los Angeles, California, 4½s	50,000.00	
Canada-Southern Railway Co., 5s	26,342.56	
United States Liberty Bonds, 1st Issue Converted 4¼s ..	25,000.00	
United States Liberty Bonds, 2nd Issue Converted 4¼s ..	75,000.00	
United States Liberty Bonds, 3rd Issue, 4¼s	100,000.00	
United States Liberty Bonds, 4th Issue, 4¼s	100,000.00	
United States Thrift Bonds	859.02	
Canada Victory Bonds, 5½s	49,178.26	
City of Seattle, Washington, 5s	9,975.28	616,113.79

Accounts Receivable—Deposit in Course of Collection, etc... 221,269.59

Accrued Interest Receivable 5,497.96 **\$1,441,598.22**

LIABILITIES:

Losses in Process of Adjustment	28,550.00	
Administrative Expense	43,415.01	
Surplus and Re-insurance Reserve	1,369,633.21	\$1,441,598.22

COLLECTIVE STATEMENT INCOME AND EXPENDITURES

January 10, 1905, to December 31, 1918

INCOME:

Net Deposits Collected	\$6,197,797.55	
Deposits in Course of Collection	217,075.04	
Interest Collected	281,761.24	
Interest Accrued, Not Due	5,497.96	\$6,702,131.79

EXPENDITURES:

Losses Paid	\$4,058,087.40	
Losses in Process of Adjustment	28,550.00	
Savings Returned	1,134,387.10	
Legal Expenses, Taxes, etc.	68,059.07	
Administrative Expense	43,415.01	5,332,498.58

SURPLUS AND RE-INSURANCE RESERVE **\$1,369,633.21**
(Amount to Credit of Subscribers' Accounts)

After a careful examination of the books of account of the Lumbermen's Underwriting Alliance, we certify that the above statement of Assets and Liabilities is a correct presentation of the financial condition of the Alliance at December 31, 1918; and that the statement of Income and Expenditures is a true and correct statement for the period covered; and further certify that the books of account and records have been kept in strict accordance with the Power of Attorney and Policy-Contract between the individual subscribers and U. S. Epperson Underwriting Company, Attorney.

Kansas City, Mo., January 11, 1919.

SMITH, BRODIE & LUNSFORD,
Certified Public Accountants.

EQUITABLE TO ALL PARTICIPANTS
LEGAL EVERYWHERE

LOSSES FAIRLY SETTLED AND PROMPTLY PAID

LIMITED EXPENSES, LOWEST COST
ABSOLUTELY SOUND

KANSAS CITY, MO., January 1, 1919

To Subscribers Lumbermen's Underwriting Alliance:

FOURTEENTH ANNUAL REPORT

It was with no little pride that we placed before you one year ago our fine showing for 1917, and it is with even more satisfaction that we are able now to submit our excellent financial statement and annual report for the year just closed.

Although in 1918 the menace from I. W. W. activities and alien enemies existed as in previous War years, still the losses from these causes were not so great as in 1917, but new adverse conditions appearing in 1918 in the form of a hurricane in the South, resulting in fires, and the Minnesota forest conflagrations.

In view of these exceptional conditions we are confident it will be a source of considerable gratification to our subscribers to know that we have closed our fiscal year with an average saving of 26.21% of the earned premiums.

During the past year we returned as savings dividends \$166,417.35; and, in addition, increased the surplus and re-insurance reserve \$229,291.09. New business written during the year 1918 exceeded the cancellations by \$13,627,089.08, making the total volume of insurance in force \$62,819,426.25. The ALLIANCE now carries insurance on 725 properties—an increase of 101 subscribers during the year.

A considerable reduction in the amount of insurance in force was necessitated on account of twenty-two of our plants finishing their timber cut. We were also reluctantly compelled to withdraw liability from a number of properties because of continued failure to comply with our reasonable requirements as to cleanliness and upkeep, and for other reasons which made the retention of the business undesirable from the standpoint of inter-insurance and sound underwriting.

While to be the largest in volume of any Inter-Insurance Exchange available to lumber manufacturers has not, at any time, been our primary ambition, we have, however, at all times, been actuated by a desire to make for permanency and soundness, believing that good underwriting methods and a good showing would attract that support which would place us at the head as a just recognition of our unrelaxing efforts and the quality of our work.

We feel a deep sense of gratitude to all of our policy carriers who have shown their appreciation of our efforts by placing the ALLIANCE at the top.

At the end of 1917 we found, to our surprise, that we had a greater volume of business on our books than any other Inter-Insurance Exchange confining its underwriting to lumber manufacturing plants, and this same position has been maintained throughout the year just closed.

We want to assure our supporters that in attaining this position we have in nowise relaxed our care in the selection of risks nor in our efforts to minimize fire losses. The same rules of eligibility have obtained with us from the start.

OUR READY RESOURCES

Cash in Banks	\$ 598,716.88
High Grade Bonds and Accrued Interest	621,611.75
Accounts Receivable, Premium Deposits in Course of Collection, etc.....	221,269.59

Total	\$1,441,598.22
Less Losses in Process of Adjustment	\$28,550.00
Due U. S. Epperson Underwriting Co., Attorney.....	43,415.01
	71,965.01

SURPLUS and RE-INSURANCE RESERVE \$1,369,633.21

This item consists of amounts to the credit of subscribers' accounts which remain after having disbursed to them in the fourteen years' existence of the ALLIANCE—

SAVINGS DIVIDENDS returned	\$1,134,387.10
FIRE LOSSES paid	\$4,058,087.40

The ALLIANCE force labored under extraordinary trying conditions during the past year. Eight of our experienced men joined the colors. Nevertheless efficient inspections were rendered our plants and our fire bulletins were continued. The service, supplemented by willing and prompt co-operation from our subscribers, who were also seriously handicapped through shortage of labor, was undoubtedly one of the principal factors in reducing the number and extent of fires and minimizing losses. We urge that mill owners and managers permit no laxity during the coming year, in the maintenance of good housekeeping, in the upkeep of protective systems or in the supervision of the watchmen. Conditions still demand that every available means be provided and used to prevent fire starting and to check its spread. We ask that the best use be made of our inspection reports and careful perusal and distribution to the foremen of our fire Bulletins.

With the return of so many of the soldiers to civilian life, labor conditions will ease up. This, coupled with the fact that there will be an enormous demand in domestic and foreign markets for timber products, leads us to predict that 1919 will prove a year of prosperity to the Lumbermen and we hope it may be one of small fire loss.

The usual annual savings dividends will be distributed as soon as our records for the last year are all closed.

U. S. Epperson, President

U. S. Epperson Underwriting Company,
Attorney and Manager,
Lumbermen's Underwriting Alliance.

USE-P

OUR GROWTH**RISKS INSURED**

23—\$475,500.00—JAN. 10, 1906
At Commencement of Business.

37—\$1,214,850.00—JAN. 9, 1906
At End of First Year.

135—\$4,315,413.99—JAN. 9, 1907
At End of Second Year.

213—\$9,048,451.86—JAN. 9, 1908
At End of Third Year.

267—\$12,255,362.78—JAN. 9, 1909
At End of Fourth Year.

312—\$16,050,448.38—JAN. 9, 1910
At End of Fifth Year.

321—\$20,147,984.70—JAN. 9, 1911
At End of Sixth Year.

364—\$23,851,676.89—JAN. 9, 1912
At End of Seventh Year.

384—\$26,325,502.22—JAN. 9, 1913
At End of Eighth Year.

428—\$29,612,154.08—JAN. 9, 1914
At End of Ninth Year.

487—\$34,491,471.79—JAN. 9, 1915
At End of Tenth Year.

539—\$38,294,946.29—JAN. 9, 1916
At End of Eleventh Year.

557—\$40,278,921.64—DEC. 31, 1916
At End of Twelfth Year.

624—\$49,292,357.17—DEC. 31, 1917
At End of Thirteenth Year.

725—\$62,819,426.25—DEC. 31, 1918
At End of Fourteenth Year

INSURANCE IN EFFECT

Insurance Coverage Extended to Owners of Lumber Manufacturing Properties that are Physically and Morally Eligible.

Licensed in Canada and Registered in Provinces.

Address all communications respecting insurance to 1114-1119 R. A. Long Building, Kansas City, Mo.

CABLE ADDRESS "EXETER"

D. H. Moul Lumber Co.

Cincinnati, Ohio, U. S. A.

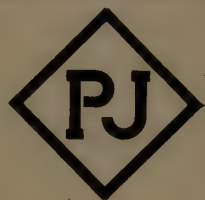
Manufacturers and Dealers

HARDWOODS

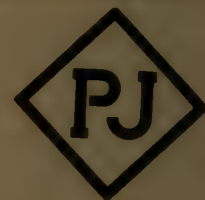
OUR
SPECIALTY

OAK-EXPORT

WRITE US



We Wish to Enlarge OUR EXPORT TRADE



Lumber exports will, before long, assume large proportions. Now is the time to make preparations for your source of supply. The following list, while showing only a few of the items we carry, will nevertheless give you an idea of what we manufacture:

	Plain Red Gum		Sap Gum		Plain White Oak		Qtd. White Oak	
	FAS	No. 1 Com.	FAS	No. 1 Com.	FAS	No. 1 Com.	FAS	No. 1 Com.
1/2 in.	65,200	82,400	37,300	65,600	29,200	31,500	61,300	27,400
5/8 in.	90,300	75,700	78,100	84,900	62,700	59,300	33,200	48,700
3/4 in.	112,500	97,800	93,400	124,700	19,500	24,200	22,600	24,800
4/4 in.	76,000	157,400	120,700	131,500	87,000	152,600	24,700	46,300
5/4 in.					21,300	27,500		
6/4 in.					55,400	72,000		

We Manufacture All Southern Hardwoods

Our lumber is well manufactured and sawn, and of good average widths and excellent lengths. Our grades are absolutely standard and we guarantee them.

We would consider taking orders for lumber to be manufactured and put on sticks until shipping dry.

WE ALSO MANUFACTURE ROTARY CUT VENEERS IN ALL SOUTHERN HARDWOODS AND HAVE ONE OF THE MOST MODERN AND WELL EQUIPPED PLANTS IN AMERICA. WE CAN CUT UP TO 104" IN LENGTH AND BECAUSE OF THE FACT THAT WE USE ONLY MECHANICAL DRYERS, WE ARE IN POSITION TO SHIP WITH GUARANTEES AS TO MOISTURE.

LET US HAVE YOUR INQUIRIES FOR BOTH LUMBER AND VENEERS

PENROD-JURDEN COMPANY

General Offices

MEMPHIS, TENNESSEE, U. S. A.

Mills at Penjur and Helena, Arkansas, U. S. A.

T. B. STONE

Codes : Universal - Western Union—A.B.C. 5th Edition
Cable Address: CINWALCO

F. T. ATKINSON

Cincinnati Walnut Lumber Company

*Manufacturers, Wholesalers and
Exporters of*

American Black Walnut

Cincinnati, Ohio, U.S.A.

We carry from one million to two million feet of American Black Walnut lumber in standard thicknesses from 3/8" to 12/4" in all grades and can make prompt shipment. Your inquiries will have our very best attention.



Long-Bell Lumber and Timbers Are Trade-Marked

FOR over a quarter of a century we have manufactured and sold lumber and timbers. Buyers are familiar with the high quality standard of our products, our capacity and ability for service, and the efficiency and integrity of our organization. These are not mere "talking points", they are facts. In order that you may specify and readily identify our products, they bear this trade-mark—

Long-Bell

THE MARK ON QUALITY LUMBER

We can furnish the following Long-Bell trade-marked products for export

SOUTHERN YELLOW PINE

Cubic Average
Schedules of Prime Lumber

Sawn Timbers

Ship Decking
Kiln-Dried Saps

HARDWOODS

White Oak Lumber

Gum

Ash

13/16 in. and 3/8 in. Forked Leaf Oak Flooring

Shipping from Port Arthur, Texas, where we have large storage sheds and fresh water storage for timbers.

Your inquiries will receive prompt attention

The Long-Bell Lumber Company

R. A. LONG BLDG.

KANSAS CITY, MO.

Manufacturer of Southern Pine, Hardwood, Oak
Flooring; Creosoted Lumber, Ties, Posts, Poles,
Piling and Wood Blocks.



Aberdeen Lumber Company

Manufacturers and Exporters
Mills--Annual Capacity, 35 Million Feet

OAK GUM ASH CYPRESS
COTTONWOOD

With a mill capacity of 35 million feet and a selection of the best forest products we are well able to take care of your requirements in the above woods. We have excellent transportation facilities, operating over the following railroads:—

Whelan, Ark., M. P. Railroad
Jonesville, La., L. & A. Railroad
Batchelor, La., T. & P. Railroad

Yerger, Miss., Y. & MV Railroad
Issaquena, Miss., Y. & MV Railroad

New Orleans, La., Port of Export.

Cable Address: "Aberdeen", Pittsburgh

Western Union Code, Universal Lumber Code

ABERDEEN LUMBER COMPANY

Main Office: PITTSBURGH, Pa. U.S.A.

Branch Offices: Chicago, Ill. and Grand Rapids, Mich.

Thoman-Flinn Lumber Company

West Virginia and Southern Hardwoods

For Foreign and Domestic Trade

Rough and Dressed

Maple - Oak - Ash - Poplar - Gum - Chestnut - Elm

Wagon Oak Planks and Scantlings a Specialty

Cable Address:

"Thoman"

Cincinnati, Ohio

Bell
Block

Codes:

Western Union
A.B.C. 5th Ed. Improved

H. H. Wiggin
Pres. and Treas.

H. Sherburne Wiggin
Vice-President

Geo. H. Damon
Secretary

H. H. Wiggin Lumber Co.

Manufacturers
and
Exporters
of

HARDWOOD LUMBER

We Make a SPECIALTY of

Band Sawn **WHITE ASH**

$\frac{5}{8}$ to 4 inches Thick
Sawed Any Thickness or Length

Also Manufacturers of
Oak, Cypress, Cottonwood and Tupelo Gum
Importers of Mahogany and Teak

Shipping Points:— F.O.B. New Orleans and Boston
Cable Address:—"TABASCO"

H. H. Wiggin Lumber Co.

50 Terminal Street - BOSTON, MASS., U.S.A.
(Charlestown District)

ESTABLISHED 1875

SAMPSON, KINNELL & GANE,

(CHARLES GANE)

Telegrams, Sampson, London.

A. B. C. 5TH EDITION

NEW ZEBRA CODE & CONDENSER

ZEBRA CODE 3RD EDITION.

WOOD CODE

TELEPHONE: AVENUE 1232

ALSO AT

V. O. LINE 5 N° 36

PETROGRAD

*34, Great St. Helens,**London.*

E.C.

*January 15th 1919**Dear Sirs,*

Since July 1900 when I acquired and combined with my own agency business the old established Firm of Sampson, Kinnell & Co., I have conducted this in the name of Sampson, Kinnell & Gane, with my own name as Principal.

I have now taken into partnership my two sons Mr. Rudolf E Gane, who for the past four years has had charge of the Firm's Offices in Petrograd, and Lieut. Laurence C. Gane, M.C., who has served in the Army since 1916, and will now resume a business career.

From this date the style and title of the Firm will be -

Charles Gane & Sons.

Our telegraphic address will remain "Sampson London."

I take this opportunity to thank you for the generous and friendly support which I have been accorded for nearly twenty-five years, and venture to ask for a continuance of this for the new firm.

*Yours faithfully**Charles Gane.*

Parker & Page Co.

DEALERS IN

Hardwood LUMBER

We have large distributing yards and kilns and keep on hand, ready for early deliveries, all kinds of

HARDWOODS

Send for our prices

Parker & Page Co.

40 First Street East Cambridge, Mass., U.S.A.

Farris Hardwood Lumber Co.

Manufacturers

Hardwood LUMBER

Specialities!

**American
Black Walnut, Oak,
Poplar and Ash**

Nashville, Tenn.

U. S. A.

JOHN BUFFUM

Lumber for Export

We handle the output of many large Southern mills and are prepared to make immediate deliveries in both short and long leaf southern pine.

Arkansas Soft Pine Trim

Small timbers
Roofers for outside boarding
Matched or jointed
Long and short leaf finish

Flooring, Sheathing, Partition, Ceiling

Get Our Prices

JOHN BUFFUM

88 Broad Street :: BOSTON, Mass, U.S.A.
GEORGE F. STOCKER, Mgr.

L. N. GODFREY COMPANY

Eastern Spruce Pine, Hemlock

ALSO HARDWOODS

**Western Fir, Spruce, Cedar
Red and White Cedar Shingles,
Laths, Etc.**

We ship from some of the largest mills in America large quantities of

**Maple Flooring
Oak Flooring
Birch Flooring**

SHORT AND LONG LEAF SOUTHERN PINE

L. N. Godfrey Company

60 Congress St., BOSTON, Mass.
7 East 42nd St., NEW YORK CITY, N.Y. U.S.A.

Send to Genoa Bay

—For Value in Lumber—

Ample Stock for Immediate Shipment

Our plant is located on the east coast of Vancouver Island, 38 miles north of Victoria. Safe land locked harbor. Ample water at loading docks at all stages of tides for vessels drawing up to 32 feet.

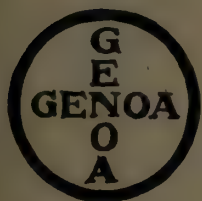
Fir

Timbers,
Lumber,
Lath,
Cedar,
Shingles



Fir

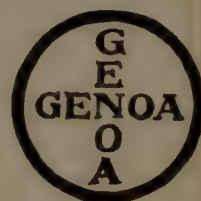
Flooring,
Ceiling,
Finish,
Kiln
Dried



Mill cuts up to 85 foot lengths. We make a specialty of ship building material in the rough and long timbers.

We are well equipped for all classes of cargo shipments and experienced in the requirements of the United Kingdom, South Africa, South America, Australia, China and Japan.

Can make rail shipments to all usual points reached by Canadian Pacific Railway or Canadian Northern Railway.



Genoa Bay Lumber Co.

Genoa Bay, B. C.

Dealers in Lumber, Lath, Cross-Arms, Mouldings, Doors, Sash, Shingles

Telegraph Address, Duncan, B. C.

Code: A. B. C. 5th edition

Phone 25, Duncan

British Timber Importers and Merchants

DUNCAN, EWING & CO.

Timber Brokers and Agents

HEAD OFFICE:
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LIVERPOOL, ENG.

AND AT
85 GRACECHURCH ST.
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ENG.

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"American Lumberman"
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Timber Agent

7 Brazennose Street, MANCHESTER

CORRESPONDENCE invited with
first-class lumbermen and shippers
contemplating shipping direct, and ap-
pointing agents large consuming centres.

TOTAL TIMBER IMPORT MANCHESTER 1913 - - 180,075 STANDARDS

TAGART, BEATON & CO.

47-51 KING WILLIAM STREET
LONDON, E.C.4

57 MOORFIELDS
LIVERPOOL

*Brokers for the Sale of
all kinds of
Canadian Wood Goods*

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Wm. Huntington & Sons

Lancaster, England

**:: IMPORTERS OF ::
CANADIAN LUMBER**

Telegrams:
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Codes:
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British Timber Importers and Merchants

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Telegraphic Address: "Fernhill, Liverpool"

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EXPORTERS OF

**Pine Deals and
Pine Boards**



EXPORTERS OF

**Pine Sidings and
Red Pine Deals, &c.**

All our best quality goods are carefully lathed and piled under cover

And at Hope Buildings, 20 Elgin Street, OTTAWA, ONT., CANADA

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TIMBER BROKERS

The Reconstruction Activities looming up in the Allied Countries of Europe create unlimited possibilities for the promotion of the Canadian Lumber Trade. Let us hear from you!

Cable Address: "Tectona," Glasgow

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Central Saw & Moulding Mills

W. H. TODD LIMITED, Proprietors

Established over 50 Years

77-79 Gt. Crosshall Street, LIVERPOOL, ENGLAND

Store Yards: HODSON ST. and FONTENOY ST.

AGENCIES for GOOD SELLING LINES INVITED

British Timber Importers and Merchants

SMITH & TYRER, LTD.

Agents

26 Chapel Street
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All

*Kinds of Woods
and Wood Products*

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AND AGENTS**

2 St. Nicholas Buildings

NEWCASTLE-ON-TYNE

Telegrams and Cables
"Woodgoods" Newcastle-on-Tyne

Telephone
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WRIGHT, GRAHAM & CO.

Established 1870

86 St. Vincent St.
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and

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Agents for the Sale at

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of all descriptions of

Canadian Softwoods and Hardwoods

also United States Lumber and Staves

CABLE ADDRESSES: "BRAKRIDGE," GLASGOW "NIVARIUM," LONDON

JOHN McCRAE

TIMBER IMPORTER and MERCHANT

*Agent for All Kinds of
CANADIAN TIMBER*

48 WEST REGENT STREET
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Lamb Brothers

Limited

TIMBER IMPORTERS

Liverpool :: England

British Timber Importers and Merchants



James W. Southern & Son

Limited

32 Store Street, MANCHESTER

or at Store Street Saw Mills, Dock Saw Mills, and Wharf Saw Mills,
Ship Canal Docks, MANCHESTER.

BUYERS OF

White and Red Pine, Spruce,
Maple Planks and Flooring,
Birch, Basswood, Hemlock,
and other Canadian lumber; also of DOORS AND
MOULDINGS, DOWELS and manufactured goods.

SELLERS OF

Borneo Red Cedar, Mahogany,
English Brown Oak and Walnut

D. W. MASSEY & CO.

LIMITED

Importers of all classes of
TIMBER and
Manufactured
WOOD GOODS

*Are Open to Consider
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Address:

D. W. MASSEY & CO., LTD.

New Cleveland St. Chambers

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ENGLAND

Codes: A.B.C., Scotts.

Cables: Massiness, Hull, England

J. GRIFFITH JONES

Mining Timber Merchant

LLANELLY, SOUTH WALES, G. B.

Will be glad to purchase supplies of Mining Timber,
Pit-props and Tram-way Sleepers for the English and
Welsh Collieries—*On a Cash Basis.*

The following are the standard sizes of ungraded
Pit-props required:—

Length	Approximate Diameter
3' & 3' 6"	2½" full to 3½"
4' 6"	3" to 4"
6' 6"	4" to 7"
9' 0"	5" to 9"
13' 0"	7" to 12"

SLEEPERS

Length	Approximate Diameter
3' & 3' 6"	5" x 2½"
4' 0"	5" x 3"
4' 0"	6" x 3"
4' 6"	6" x 3"
9' 0"	10" x 5" and 6"

ALL ENQUIRIES FROM INTENDING EXPORTERS WILL RECEIVE PROMPT ATTENTION

British Timber Importers and Merchants

John Ashworth & Co. TIMBER IMPORTERS

Trafford Park

Manchester Docks

ENGLAND

Cables, Fleximus Manchester, A.B.C. Code

Founded 1829

Importers of

LOGS
LUMBER
DIMENSIONED STOCK
MANUFACTURED GOODS
TURNERY AND HANDLES
BENT TIMBER, Etc.

Exporters of

ENGLISH HARDWOODS
WALNUTS
BROWN OAK
MAHOGANY, Etc.
and all Descriptions of Wood Goods

Canada Has a World-Wide Reputation for Good Lumber

The resources of our Dominion are almost unlimited in practically every kind of wood that is suitable for the English market. Large quantities of Ash, Birch, Beech, Basswood, Cedar, Cherry, Cottonwood, Chestnut, Elm, B. C. Fir, Hemlock, Maple, Oak, Pine (White, Red, Larch, Jack, Pitch, Yellow), Poplar, Spruce, Walnut, etc., are available for export trade.

British Timber Merchants and Brokers who are desirous of establishing reliable connections for purchases of Canadian woods should carefully consider these five important features of the "CANADA LUMBERMAN":

Canada Lumberman and Woodworker

1. It is the national lumber journal of the Dominion—the pioneer in the field.
2. It is subscribed to by the leading lumber manufacturers and wholesalers in Canada.
3. It is recognized as the authority on Canadian market conditions and is at all times in close touch with the trade.
4. Its editorial policy is predominant—its views authentic.
5. It is the greatest connecting link between buyer and seller, presenting your requirements to the most reliable sources of supply.

Sample copies, detailed information, advertising rates, will be gladly supplied. Address the publishers direct, 347 Adelaide St. West, Toronto, Canada, or

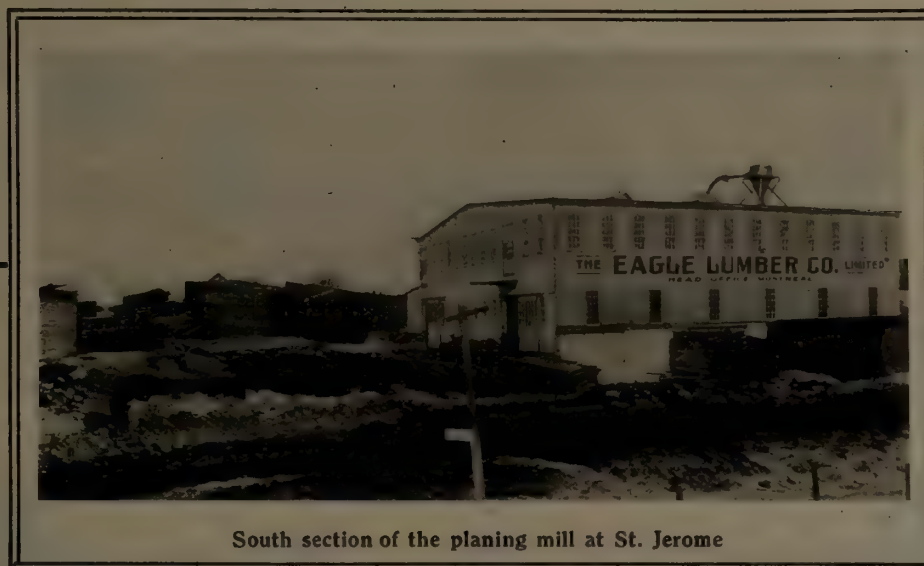
Our London Office—16 Regent St. S. W. 1.



SPRUCE PINE BIRCH

Eagle Lumber Service is maintained by four sawmills, two dressing mills and one sash and door factory. Our vast sorting yard, a short distance from Montreal, keeps us supplied with a large stock of dry lumber for filling rush orders.

We can supply you with Cedar Posts and Poles, Railway Ties, Lath and Shingles, cheap Lumber for boxes and crating—all sizes.



South section of the planing mill at St. Jerome

THE EAGLE LUMBER CO., LTD.

Head Office: MONTREAL

Sawmills at
Mont Laurier, Que.
Ste. Marguerite, Que.

Dressing Mills at
St. Jerome
Que.

CURRENT LUMBER PRICES—WHOLESALE

TORONTO, ONT.

Prices in Carload Lots, F.O.B. cars Toronto.

White Pine:		
1 x 4/7 Good Strips	\$59 00	\$62 00
1 1/2 and 1 3/4 x 4/7 Good Strips ..	63 00	66 00
2 x 4/7 Good Strips	63 00	66 00
1 x 8 and up Good Sides	75 00	77 00
1 1/2 and 1 3/4 x 8 and wider Good Sides ..	88 00	90 00
2 x 8 and wider Good Sides ..	90 00	95 00
1 in. No. 1, 2 and 3 Cuts	55 00	58 00
5/4 and 6/4 No. 1, 2 and 3 Cuts ..	65 00	67 00
2 in. No. 1, 2 and 3 Cuts	70 00	72 00
1 x 4 and 5 Mill Run	47 00	49 00
1 x 6 Mill Run	48 00	51 00
1 x 7, 9 and 11 Mill Run	47 00	50 00
1 x 8 Mill Run	50 00	52 00
1 x 10 Mill Run	53 00	55 00
1 x 12 Mill Run	54 00	57 00
5/4 and 6/4 x 4 Mill Run	47 00	49 00
5/4 and 6/4 x 5 Mill Run	47 00	49 00
2 x 4 Mill Run	47 00	49 00
2 x 6 Mill Run	48 00	50 00
2 x 8 Mill Run	48 00	50 00
2 x 10 Mill Run	51 00	53 00
2 x 12 Mill Run	53 00	55 00
1 in. Mill Run Shorts	39 00	40 00
1 x 4 and up 6/16 No. 1 Mill Culls ..	41 00	42 00
1 x 10 and up 6/16 No. 1 Mill Culls ..	44 00	45 00
1 x 12 and up 6/16 No. 1 Mill Culls ..	44 00	45 00
1 x 4 and up 6/16 No. 2 Mill Culls ..	31 00	32 00
1 x 10 x 12 6/16 No. 2 Mill Culls ..	34 00	35 00
1 x 4 and up 6/16 No. 3 Mill Culls ..	22 00	23 00

Red Pine:		
1 x 4 and 5 Mill Run	42 00	43 00
1 x 6 Mill Run	42 00	44 00
1 x 8 Mill Run	45 00	47 00
1 x 10 Mill Run	48 00	50 00
2 x 4 Mill Run	42 00	43 00
2 x 6 Mill Run	43 00	44 00
2 x 8 Mill Run	44 00	45 00
1 in. Clear and Clear Face	53 00	54 00
2 in. Clear and Clear Face	53 00	54 00

Spruce:		
1 x 4 Mill Run	41 00	42 00
1 x 6 Mill Run	43 00	44 00
1 x 8 Mill Run	44 00	45 00
1 x 10 Mill Run	45 00	47 00
Mill Culls	34 00	36 00
Hemlock, No. 1, in carload lots, f.o.b. Toronto:		
1 x 4 and 5 in. x 9 to 16 ft.	32 00	33 00
1 x 6 in. x 9 to 16 ft.	37 00	38 00
1 x 8 in. x 9 to 16 ft.	38 00	39 00
1 x 10 and 12 in. x 9 to 16 ft.	38 00	39 00
1 x 7, 9 and 11 in. x 9 to 16 ft.	35 00	37 00
2 x 4 to 12, 10 and 16 ft.	36 00	37 00
2 x 4 to 12 in., 12 and 14 ft.	35 00	36 00
2 x 4 to 12 in., 18 ft.	37 00	38 00
2 x 4 to 12 in., 20 ft.	38 00	39 00
1 in. No. 2, 6 ft. to 16 ft.	30 00	31 00
2 in. No. 2, 4 in. and up in width, 6 to 16 ft.	30 00	31 00

Douglas Fir, delivered in Toronto:		
Dimension Timber up to 32 feet:		
6x6 and 8, 10x10 and 12, 12x12	\$50 00	
6x10, 8x10, 10x14, 12x14, 14x14	51 00	
6x12, 8x12	52 00	
14x16, 16x16	52 50	
6x14, 8x14, 10x16, 12x16	54 00	
14x18	54 50	
8x16, 10x18, 12x18	55 00	
18x18, 20x20	55 50	
12x20, 24x24	56 00	

Timber in lengths over 32 feet subject to negotiation.		
Fir flooring, 1 x 3, edge grain ..	59 00	
Fir flooring, 1 x 4, edge grain ..	59 00	
Fir flooring, 1 x 4, flat grain ..	44 00	
No. 1 and 2, 1-in. clear Fir dough 50 00	60 00	

(Depending upon widths).		
No. 1 and 2, 1 1/2 and 1 3/4 in., clear Fir rough	60 00	64 00
No. 1 and 2 2-in. clear Fir rough ..	53 00	61 00
1 x 5 and 1 x 6 Fir casing	61 00	
1 x 8 and 1 x 10 Fir base	63 00	
1 x 8 and 1 x 10 x 12 E. G. stepping	74 00	
1 1/2 and 1 3/4 x 8 x 10 x 12 F. G. stepping	64 00	
1-in. clear Fir, d 4 sides	48 00	56 50
1 1/2 x 1 1/2 in. clear Fir, d 4 sides ..	55 50	58 00
XXX B. C. cedar shingles	3 60	
XXX B. butts to 2 in.	4 70	
XXXXX 5 butts to 2 in.	5 20	

TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out.

Ash, white, dry weight 8800 lbs. per M. ft.		
	No. 1	No. 2
1s & 2s	Com.	Com.
4/4	\$80.00	\$60.00
5/4 & 6/4 ..	85.00	63.00
8/4	95.00	75.00
10/4 & 12/4 ..	110.00	100.00
16/4	125.00	115.00

Birch, dry weight 4000 lbs. per M. ft.		
	No. 1	No. 2
1s & 2s	Com.	Com.
4/4	65 66	48 50
5/4 & 6/4 ..	67 70	50 55
8/4	70 72	51 57
10/4 and 12/4 ..	80 90	65 73
16/4	90 98	75 83

Basswood, dry weight 2500 lbs. per M. ft.		
	No. 1	No. 2
1s & 2s	Com.	Com.
4/4	\$68.00	\$53.00
5/4 & 6/4 ..	70.00	60.00
8/4	75.00	63.00

Chestnut, dry weight 2800 lbs. per M. ft.

	No. 1	No. 2
1s & 2s	Com.	Com.
4/4	\$65.00	\$50.00
5/4 & 6/4 ..	72.00	56.00
8/4	72.00	56.00

Elm, soft, dry weight 3100 lbs. per M. ft.

	No. 1	No. 2
1s & 2s	Com.	Com.
4/4	\$58.00	\$45.00
5/4 & 6/4 ..	58.00	45.00
12/4	65.00	55.00

Gum, red, dry weight 3300 lbs. per M. ft.

	No. 1	No. 2
1s & 2s	Com.	Com.
4/4	\$60.00	\$50.00
5/4 & 6/4 ..	62.00	52.00
8/4	65.00	55.00

Gum, Sap

	No. 1	No. 2
1s & 2s	Com.	Com.
4/4	\$60.00	\$50.00
5/4 & 6/4 ..	62.00	52.00
8/4	65.00	55.00

Hickory, dry weight 4500 lbs. per M. ft.

	No. 1	No. 2
1s & 2s	Com.	Com.
4/4	\$75.00	\$45.00
5/4 & 6/4 ..	100.00	75.00
8/4	90.00	60.00

Maple, hard, dry weight 3800 lbs. per M. ft.

	No. 1	No. 2
1s & 2s	Com.	Com.
4/4	\$58.00	\$45.00
5/4 & 6/4 ..	63.00	48.00
8/4	68.00	58.00
12/4	75.00	65.00
16/4	90.00	80.00

Soft Maple

The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.

Mill run grade, No. 3 and better .. \$38.00

No. 2 and better .. 47.00

White and Red Oak, plain sawed, dry weight 4000 lbs. per M. ft.

	No. 1	No. 2
1s & 2s	Com.	Com.
4/4	\$78.00	\$55.00
5/4 & 6/4 ..	80.00	60.00
8/4	90.00	65.00
10/4	95.00	70.00
12/4	100.00	80.00
16/4	110.00	90.00

White Oak, quarter cut, dry weight 4000 lbs. per M. ft.

	No. 1	No. 2
1s & 2s	Com.	Com.
4/4	\$105.00	\$80.00
5/4 & 6/4 ..	110.00	90.00
8/4	115.00	95.00

Red Oak, quarter cut.

	No. 1	No. 2
1s & 2s	Com.	Com.
4/4	\$85.00	\$60.00
5/4 & 6/4 ..	100.00	75.00
8/4	105.00	80.00

OTTAWA, ONT.

Manufacturers' Prices

Pine good manufacturers:		
1-in. x 7-in. and up	\$80 00	70 00
1 1/4-in. and 1 1/2-in. x 8-in. and up ..	70 00	75 00
2-in. x 7-in. and up	72 00	76 00
No. 2 cuts 2 x 8-in. and up ..	45 00	50 00

Pine good strips:		
1-in.	58 00	
1 1/4-in. and 1 1/2-in.	60 00	
2-in.	60 00	

Pine good shorts:		
1-in. x 7-in. and up	50 00	
1-in. x 4-in. to 6-in.	40 00	
1 1/4-in. and 1 1/2-in.	58 00	
2-in.	58 00	
7-in. to 9-in. A sidings	40 00	

Pine, No. 1 dressing sidings ..	47 00	50 00
Pine, No. 1 dressing strips ..	40 00	45 00
Pine, No. 1 dressing shorts ..	38 00	40 00
Pine, 1-in. x 4-in. s.c. strips ..	44 00	
Pine, 1-in. x 5-in. s.c. strips ..	44 00	
Pine, 1-in. x 6-in. s.c. strips ..	46 00	
Pine, 1-in. x 7-in. s.c. strips ..	48 00	
Pine, 1 x 8-in. s.c., 12 to 18 ft.	48 00	
Pine, 1-in. x 10-in. M.R.	51 00	
Pine, s.c. sidings, 1 1/2 and 2-in.	47 00	
Pine, s.c. strips 1-in.	40 00	
1 1/4, 1 1/2 and 2-in.	42 00	
Pine, s.c. shorts, 1 x 4 to 6 in.	38 00	
Pine, s.c. and bet., shorts 1 x 6 ..	36 00	
Pine, s.c. and bet., shorts, 1 x 6 ..	40 00	
Pine, s.c. shorts, 6'-11', 1"x10" ..	45 00	

Pine box boards:		
1"x4" and up, 6'-11'	38 00	
1"x3", 12'-16'	42 00	

Pine, mill culls, strips and sidings, 1-in. x 4-in. and up, 12-ft. and up ..		
	38 00	

Mill cull shorts, 1-in. x 4-in. and up, 6-ft. to 11-ft.		
	36 00	

O. culls r & w p		
	26 00	

Red Pine, log run:		
mill culls out, 1-in.	32 00	36 00
mill culls out, 1 1/4-in.	38 00	
mill culls out, 1 1/2-in.	38 00	
mill culls out, 2-in.	34 00	41 00
mill culls, white pine, 1"x7" and up	34 00	

Mill run Spruce:		
1"x4" and up, 6'-11'	32 00	33 00
1"x4" and up, 12'-16' ..	24 00	
1"x6" and up, 12'-16' ..	40 00	42 00
1 1/4"x7" 8-8" and up, 12'-16' ..	40 00	42 00
1 1/2"x10" and up, 12'-16' ..	46 00	
1 3/4"x12" and up, 12'-16' ..	46 00	

Spruce, 1-in. clear (fine dressing and B)

Hemlock, 1-in. cull	25 00	27 00
Hemlock, 1-in. log run	30 00	35 00
Hemlock, 2x4, 6, 8, 10, 12/16' ..	30 00	35 00
Tamarac	24 00	26 00
Basswood, log run, dead culls out ..	40 00	50 00
Basswood, log run, mill culls out ..	45 00	50 00
Birch, log run	30 00	32 00

Soft Elm, common and better, 1, 1 1/2, 2-in.		
	25 00	30 00
Ash, black, log run		
	32 00	40 00
1 x 10 No. 1 barn	52 00	
1 x 10 No. 2 barn	46 00	
1 x 8 and 9 No. 2 barn	42 00	

Lath per M:		
No. 1 white pine, 1 1/2-in. x 4-ft.	4 75	5 00
No. 2 white pine	4 50	
Mill run white pine	4 75	
Spruce, mill run 1 1/2-in.	4 00	
Red pine, mill run	4 25	
Hemlock, mill run	4 00	
32-in. lath	2 00	2 25

White Cedar Shingles:		
xxxx, 18-in.	5 00	
Clear butt, 18-in.	4 00	
18-in. xx	2 75	
Spruce logs (pulp)	13 00	15 00

QUEBEC, QUE.

White Pine		
First class Ottawa waney, 18-in. average, according to lineal.	80	90
19 in. and up average	85	95

Spruce Deals		
3 in. unsorted Quebec, 4 in. to 6 in. thick	\$31 00	\$34 00
3 in. unsorted, Quebec, 7 in. to 8 in. thick	35 00	37 00

SOME USERS

Laidlaw Lumber Company,	Toronto
Mickle, Dymont & Son,	Toronto
Rat Portage Lumber Company,	Winnipeg
Geo. H. C. Belton,	London
J. R. Booth,	Ottawa
Price Bros. & Company,	Quebec
Cameron Lumber Company,	Victoria
Canadian Western Lumber Co.,	Fraser Mills
Columbia River Lumber,	Golden, B.C.
Dryden Lumber Company,	Dryden
Michigan Puget Sound Lbr. Co.,	Victoria
James McLaren Company,	Buckingham
Rat Portage Lumber Company,	Rainy River
Schultz Bros.,	Brantford
White Pine Lumber Company,	Grand River
Dymont-Baker Lumber Company,	London
Mickle, Dymont & Son,	Brantford
Murray & Gregory,	St. John
Brunette Saw Mills,	New Westminster
John Fenderson Company,	Sayabec
Robert Stewart Company,	Guelph
Georgian Bay Shook Mills,	Midland
S. Anglin & Company,	Kingston
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Jas. Davidson's Sons,	Ottawa
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SPRUCE		Ready for Shipment	Douglas Fir & B.C. Spruce		Ready for Shipment	Derrick Stock	
						B.C. FIR	
2 x 4"	10/16'	3 x 5"	12/16'	8 x 8 to 16 x 16" 16/32'		12 x 12"	5/60, 5/65.
2 x 5"	10/16'	3 x 6"	12/16'	Pitch Pine		14 x 14	5/52, 5/60.
2 x 6"	10/16'	3 x 7"	12/16'			16 x 16	5/60, 5/65.
2 x 7"	10/16'	3 x 8"	12/16'			18 x 18	5/65.
2 x 8"	10/16'	3 x 8"	17/24'			8 x 16	20/20, 16/36.
2 x 9"	10/16'	3 x 9"	12/16'	6 x 8"	14/20'	10 x 16	5/20, 10/36.
2 x 10"	10/16'	3 x 9"	17/24'	8 x 8"	12/20"		
2 x 10"	17/24'	3 x 10"	12/16'	8 x 10"	14/16'		
		3 x 11"	12/16'	10 x 10"	18/20'		

200,000' No. 1 Common and Better Basswood 1½ x 4" and up, mostly 1sts and 2nds.

Spruce Flag-poles, 25', 30', 35' and 40' long, 4½ to 5½" at bottom, 2" at top.

Pattern Pine a Specialty

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Wheels are manufactured with chilled tread and flange.

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Grey Iron Castings of every description: Standard Special Castings for Water Works; Flanged Special Castings for Water Works; Mooring Posts, Bollards, Valve Boxes, Manhole Frames and Covers, Building Castings (bases, columns, post caps, wall boxes), Washers, Machinery Castings, Gear and Sprocket Wheels, Conveyor Wheels, Pulleys, Grate Bars, Journal Boxes, Castings for Brick Plants, Brakeshoes for all classes of service.

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RED BIRCH			
4/4	58 - 60	38 - 40	22 - 24
5/4 to 8/4	60 - 62	40 - 42	24 - 26
SAP BIRCH			
4/4	51 - 53	30 - 32	18 - 20
5/4 and up	53 - 55	32 - 34	20 - 22
SOFT ELM			
4/4	43 - 45	28 - 30	20 - 22
5, 6 & 8/4	45 - 47	30 - 32	20 - 22
BASSWOOD			
4/4	47 - 49	37 - 39	25 - 27
Thicker	49 - 51	39 - 41	26 - 27
PLAIN OAK			
4/4	55 - 57	30 - 32	18 - 20
5/4 to 8/4	56 - 58	34 - 36	20 - 22
ASH, WHITE AND BROWN			
4/4	55 - 57	30 - 31	20 - 22
5/4 to 8/4	55 - 57	35 - 37	21 - 23
10/4 and up	75 - 88	42 - 50	24 - 26

BOSTON, MASS.

Quotations given below are for highest grades of Michigan and Canadian white pine and Eastern Canadian Spruce as required in the New England market in carloads.

White pine uppers, 1 to 2 in.	134 00
White pine uppers, 2 1/2 and 3 in.	149 00
White pine uppers, 4 in.	160 00
Selects, 1 to 2 in.	125 00
Selects, 2 1/2 and 3 in.	140 00
Selects, 4 in.	155 00
Fine common, 1 in., 80 per cent.	
12 in. and up	90 00
Fine common, 1 x 8 to 11 in.	87 00
Fine Common, 1 1/4 to 2 in.	102 00 105 00
Fine Common, 2 1/2 and 3 in.	125 00 130 00
Fine Common, 4 in.	145 00
1 in. shaky clear	72 00
1 1/4 to 2 in. shaky clear	75 00
1 in. No. 2 dressing	64 00
1 1/4 to 2 in. No. 2 dressing	68 00
No. 1 Cuts, 1 in.	77 00
No. 1 Cuts, 1 1/4 to 2 in.	87 00 90 00
No. 1 Cuts, 2 1/2 and 3 in.	105 00
No. 2 Cuts, 1 in.	65 00
No. 2 Cuts, 1 1/4 to 2 in.	72 00 73 00

Barn Boards, No. 1, 1 x 12	70 00	2 x 3, 2 x 4, 2 x 5, 2 x 6, 2 x 7	36 00 37 00
No. 1, 1 x 10	63 00	3 x 4 and 4 x 4 in.	38 00
No. 1, 1 x 8	62 00	2 x 8 in.	40 00
No. 2, 1 x 12	65 00	All other random lengths, 7-in.	
No. 2, 1 x 10	61 00	and under, 8 ft. and up	36 00
No. 2, 1 x 8	58 00	5-inch and up merchantable	
No. 3, 1 x 12	57 00	boards, 8 ft. and up, p. is	40 00
No. 3, 1 x 10	56 00	1 x 2	38 00
No. 3, 1 x 8	55 00	1 x 3	37 00
Can. spruce, clear, 1 x 4 to 9 in.	46 50 48 50	1 1/2 in. spruce lath	4 75
1 x 10 in.	50 50	1 1/2 in. spruce lath	4 25
No. 1 1 x 4 to 7 in.	53 50	New Brunswick Cedar Shingles	
No. 1 1 x 8 & 9 in.	54 50	Extras	5 15 5 25
No. 1 1 x 10 in.	55 50	Clears	4 75 4 90
No. 2 1 x 4 & 5 in.	36 50	Second Clears	4 60
No. 2 1 x 6 & 7 in.	43 50	Clear Whites	3 75
No. 2 1 x 8 & 9 in.	43 50 44 50	Extra 1s (Clear whites in)	3 25
No. 2 1 x 10 in.	46 50	Extra 1s (Clear whites out)	1 90
No. 2 1 x 12 in.	50 50	Red Cedar Extras, 16-in. 5 butts	
Spruce, 12 in. dimension	48 00	to 2 in.	5 08 5 18
Spruce, 10 in. dimension	47 00	Red Cedar Eureka, 18-inch 5	
Spruce, 9 in. dimension	46 00	butts to 2-in.	5 40
Spruce, 8 in. dimension	45 00	Red Cedar Perfections, 5 butts	
2 x 10 in. random lengths,		to 2 1/4	6 18
2 x 8 ft. and up	45 00 46 00	Washington 16-in. 5 butts to 2-	
2 x 12 in. random lengths	47 00 49 00	in. extra red cedar	4 80

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Johnson's Veterinary Remedies

are the surest, the most economical and the best medicines with which to equip your stables. They have been on the market for twenty-five years and still retain their superiority over all others. The quality never varies, it is our first consideration.

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Johnson's Horse Liniment No. 1	Per Gal.	\$7.00
Johnson's Horse Liniment No. 1	Quarts, Per Doz.	19.00
Johnson's Horse Liniment No. 1	Pints, Per Doz.	10.00
Johnson's Horse Colic Remedy	Per Gal.	10.00
Johnson's Horse Colic Remedy, Qu. (8 Doses ea.)	Doz.	30.00
Johnson's Horse Colic Remedy Pints (4 Doses ea.)	Doz.	15.00
Johnson's Veterinary Healing Ointment (Gall Cure)		
2 lb. Tins	each 2.25; Doz.	24.00

1/4 lb. Tins	Per Doz.	4.00
Johnson's Concentrated Condition Powders,		
1 lb. Pkgs.	Doz.	6.00
Johnson's Horse Worm Powders, Pkgs.	Per Doz.	4.00
Johnson's Purging Balls	Per Doz.	2.50
Johnson's Antisepting Dusting Powder		
(For Drying and Healing Sores, Proud Flesh, etc.)		
	Per Doz.	8.00
Kreoline—Deodorizer, Antiseptic, etc.	Gal. Tin	1.50

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Send us your orders and we will ship promptly.



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The Reilly Multicoil

The Most Reliable Feed Water Heater Made

For over fifty years the Reilly has given the best of service everywhere. It is non-sealing and easily repaired which makes it an ideal water heater for the lumber mill, etc. You'll find it a fuel saver as well as a great help in improving the condition of the boilers.

The Coppus Turbo Blower

will give you greatly increased efficiency when burning waste or moist fuel even when the moisture content runs as high as 50 per cent. Change in setting of boiler is unnecessary.

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EDGEWATER SAW MILLS CO.
TAMPKINSVILLE, N.Y.

September 20, 1918.

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Yours truly,

EDGEWATER SAW MILLS COMPANY,
JOHN MILLER, Manager.

We also furnish ASHTON GAUGES, MASON REDUCING VALVES and a general line of highest class Power Plant equipment.

Write us today for catalogues or send us a plan of boiler house, particulars of boiler sizes, steam pressure desired and nature of fuel, and we will submit a proposition for your consideration.

Bulletins sent on request.

Ask us about "Babbitt Adjustable Sprocket Rims" (For Overhead Valves) and "Everlasting Blow-Off Valves."

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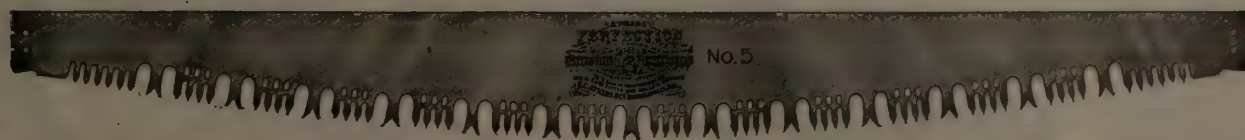
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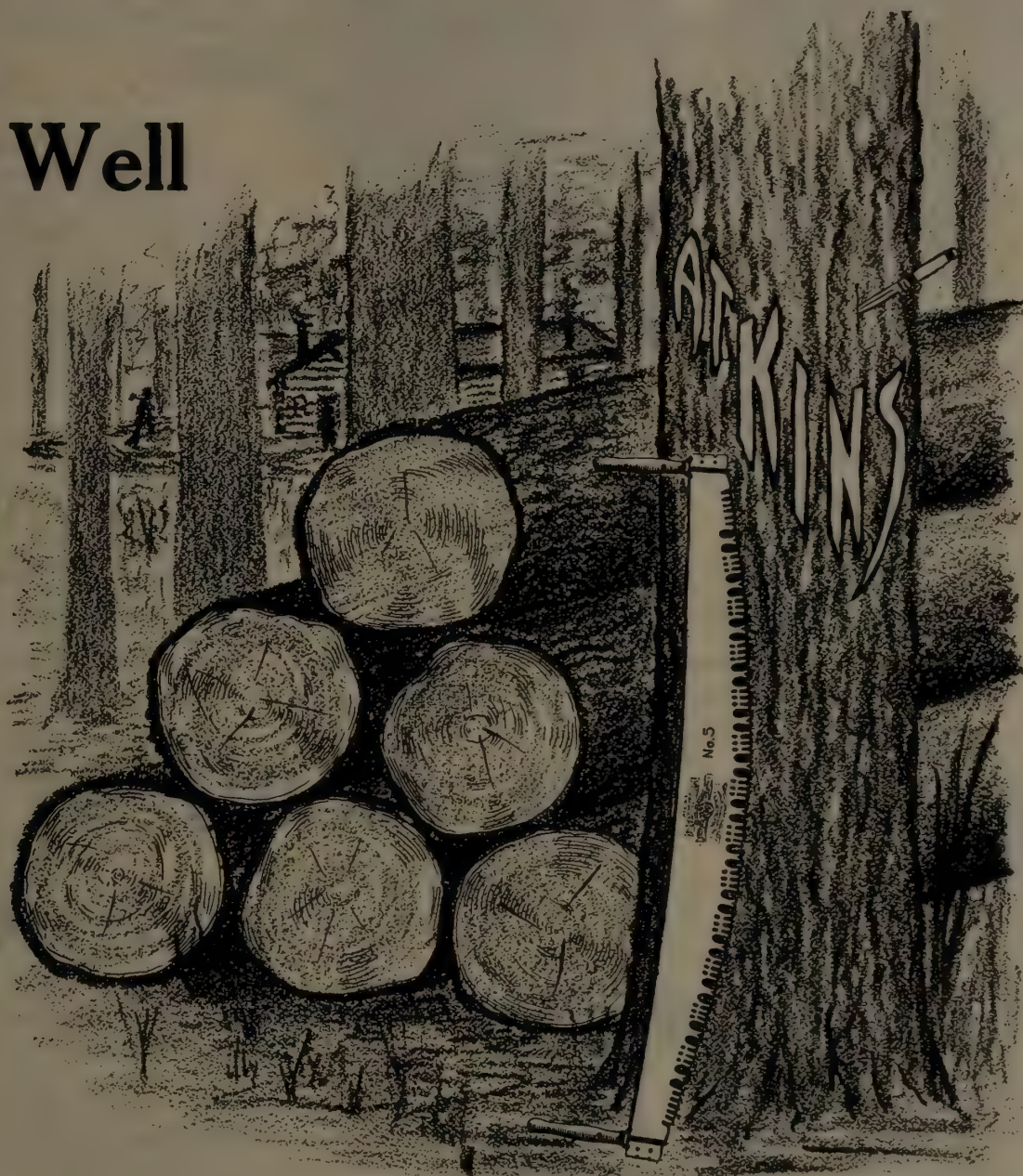
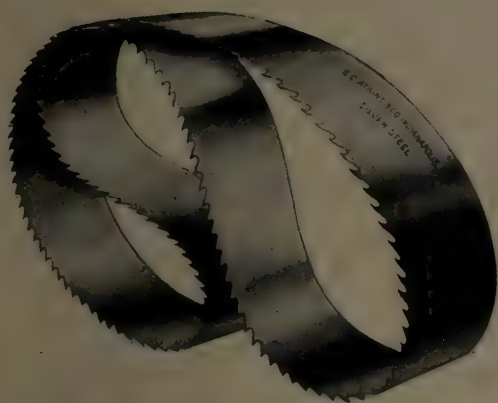
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The Uniformity of temper and great strength which mark every Simonds Saw above all others, coupled with cutting efficiency and absolute reliability make Simonds the Saw which is required by mill owners, operators or timbermen.


The fame of all Simonds Saws, whether they be Solid Tooth Inserted Point Circular, Band or Crescent Ground Cross-Cut saws has travelled to every part of the industrial world.

Highest Quality Workmanship and Material

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The Acme of Band Mill Construction

A machine that realizes the utmost in production and that is built up to the best standards of mechanical engineering.

It effects a remarkable economy in saws by its exclusive elastic tension device. Rigidly strong, and proof against vibration, and possessing many improved devices that guarantee the better service necessary to modern demands.

We make them in sizes from 8' to 10' with wheels for 10", 12" and 14" saws. Let us fit 'one to your needs today.

We also manufacture Heavy Type Gang Edgers, Trimmers, Slashers and other labor-saving machinery for lumbermen. Write for complete catalog.

Our Trimmers for Ready-Cut Houses Used on Government Housing Projects

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No. 08' and 9' improved Band Mill

The Reconstruction of Devastated Europe

What Each Country Requires in Structural Material—How it Should be Cut, Graded and Delivered—Canada's Unsurpassed Opportunity in World Markets

By "Travelled Englishman"

If we take back our minds and thoughts to Europe in 1913-1914, what do we see? Peaceful, hardworking and mostly prosperous peoples, workmen, with the exception of a little discontent here and there, fairly well satisfied, the money exchange steady and banking facilities excellent.

Germany

Prosperous haughty and conceited in the self-satisfied opinion that she had conquered the world of commerce, and in that belief she was not far out of her calculations. The German's web of commerce and intrigue was spread all over the world. It did not matter in which part of the globe one was, the inevitable oppressive feeling of German influence was known and realized. The great commercial agents of that country were the banking establishments which went considerably out of their way to assist in developing and creating business which would otherwise have never matured. These banks gave huge facilities to their countrymen and undertook risks which no bank of any other nation would attempt to discuss. The Prussian tentacles were everywhere and, as time went on, the more its influence was felt. Ordinary agents, commercial and government spies were in every land and no scheme was too difficult for them to undertake, if it was in the interests of the Fatherland and the cornering of any particular trade.

Such was the position in 1913 and, if they had continued on the same lines for another ten years, they would have been so placed as to command and regulate the world's trade both with regard to supplies and selling prices. Her conceit and arrogance was not satisfied with conquering trade, but she must needs seek to conquer the world by force of arms. This was her downfall.

Austria

The people generally are hardwork and thrifty—not too ambitious—and certainly not a warlike nation, and if left to themselves the majority would have preferred attending to their commercial pursuits. However, as their statesmen joined hands with Germany they had perforce to undertake the struggle and unfortunately adopted, to their lasting shame, German methods of warfare.

France

This beautiful country, with its hardworking and thrifty population, was also well placed with regard to commerce. The people

faithfully cultivated their vineyards and agricultural land; carried on their factories and trading so that as time went on they were the richer by reason of their serious attention to business details. They were happy and contented with their position.

Belgium

Although small, this country is rich and prosperous and very proud of its principal cities and quaint, but clean, villages. It is a great business country, the people being industrious and hardworking and generally contented with their lot. The factories and ironworks are usually working at full pressure, whilst the agricultural fields are well tilled and cared for.

Italy

The country possesses beautiful landscapes. Living is very cheap indeed, and the people, although mostly poor, are honest and content. Its magnificent cities need no description, being well known to the tourist.

Russia

This huge country has its millions of population of which at least 80 per cent. are ignorant, uneducated and neglected peasants, and the rest nobles, landowners, business men and others. The people, as a whole, are indolent and not businesslike, and the small proportion of "smart" ones do well and make fortunes. There are great possibilities in this country and millions of acres requiring development, but unfortunately they prefer to sell mining, timber and kindred concessions to other nationalities rather than be inconvenienced by carrying out the work themselves.

The country is so immense that concessions can be granted that will bring in a splendid income to the parties interested, leaving them much leisure to spend the same in Petrograd, Moscow and other large cities which they prefer, to living on their estates in the vast interior. Labor is plentiful and far too cheap.

Great Britain

But what was Great Britain like in 1913-1914? Prosperous certainly, and content up to a point. Quite willing to allow Germany to get a stronger and stronger grip upon the world's trade so long as it was prosperous itself. It was realized in many quarters that our trade was being gradually undermined by Germany, but the



Pier head and landing stage from River Mersey, Liverpool, showing Harbor Commission Office in the foreground.

majority of business men were doing too well to interest themselves in the question. Then our banks would not undertake the same class of business as accepted by the German institutions, and so this serious state of affairs drifted on until August of 1914, when Britain's eyes were opened.

Such is a brief outline of the principal countries' position in the year 1913 to 1914.

The War Areas as They are To-day

We now come to the never-to-be-forgotten year of 1919. The year which came in soon after the great war was ended after raging for nearly four and a half years, and during that period practically all the peoples of the world were involved. The war caused casualties by the million, and saw the introduction of methods of warfare which only the devil could have suggested. Then again think and be proud of such heroism and endurance as was shown by every individual allied soldier and sailor in the face of such diabolical inventions as used by the Germans.

We will now take a brief view of the war area countries as they are to-day.

Belgium.—Devastated, hundreds of towns and villages destroyed, machinery and valuable plants from its factories carried into Germany, farms and agricultural land made useless for years, leaving the country practically a wreck which will occupy a considerable time to re-construct. Tens of thousands of the population homeless.

France.—All that country lying nearest to Germany and stretching westward to within a few miles of Paris, received the same fate as little Belgium.

The once happy Frenchman who loved his cottage and farm returns to find it absolutely obliterated.

Italy did not receive so much damage as the foregoing countries, but still sufficient to require a certain amount of reconstruction.

Serbia and Roumania will also require attention and to be put in order.

Russia also received severe damage, but small compared with Belgium and France.

Now all these countries which have suffered by the war will require reconstructing, which means huge quantities of building material, bricks, timber, iron girders, cement, glass and a thousand and one articles which together will make the entire world busy for years.

Demands of Field, Farm and Factory

In addition to this, large quantities of machinery, plant and agricultural implements will also be required. Their fields and farms will demand tens of thousands of tons of fertilizers before they can again produce crops and be remunerative.

Apart from the war area France and Great Britain will demand attention, as during the period of the war housebuilding, railways, and docks have been neglected. Shipbuilding is proceeding in all countries and a continuous demand for iron, steel and timber is obvious.

As we are chiefly concerned in wood it is difficult to estimate the European demand for 1919 and 1920, but roughly we should say that 6,000,000,000 (six thousand million feet) could be used per annum, provided sufficient ships could be found to freight it, and workmen to use it. This is excluding Russia, Serbia and Roumania, who could arrange for their supply, the former from its own forests and the latter two from Transylvania.

Canada's Opportunity—What Europe Needs

Canada should bid for a large share of this business, because she has the forests, the mills and the labor necessary to produce large quantities of timber to suit all markets. All descriptions of wood which can be used in the building of houses, ships and in the renewal and upkeep of dock and railways, must find a ready market for some years to come, and prices should necessarily keep at a high level.

France uses all sizes of lumber from 4 x 11 down to 1 x 4 (square edged) also large quantities of Riga white deals of good quality, therefore sorted spruce of the better quality could well take its place. Large quantities of planchettes (1 x 4 & 4½) are also needed which they machine at their own mills.

Belgium.—All sizes and qualities may be sold to this country, but they import large parcels of White Sea and Baltic pine boards, free of knots.

Great Britain.—All classes of Russian and Scandinavian wood, also white pine, red pine and spruce of any size and quality can be sold to study. Whilst St. Lawrence spruce can be sold at \$36 per spruce, doors joinery and box boards.

Holland buys large quantities of Scandinavian white and has a great liking for 8 in. boards.

Norway and Sweden could probably take large quantities of shipbuilding material such as rock elm, oak, Douglas fir.

Spain imports large quantities of 3 x 9, and 3 x 8 Baltic pine, principally in 14 ft. lengths. Canada could supply this want with red pine.

The question is, how much of the timber needed for reconstruction of Europe can Canadian lumbermen supply and are willing to undertake, but before they book a single contract they must look into the question of freights very closely and also have a clear knowledge of what buyers expect.

Freight Rates and Selling Prices

The rate of freight is the most important factor for the Canadian to study. Whilst St. Lawrence spruce can be sold at \$36 per 1,000 ft. f.o.b., the Scandinavian countries are asking about \$65 for 9 in. red and white, and \$60 for 7 in. and 8 in., which leaves a margin of \$24 to \$29 for difference in freight. It must not be overlooked that the Baltic wood averages in length 15/16 for 9 in. and 14/15 for 7 in. and 8 in., which is much appreciated by buyers. It must further be realized that White Sea and Scandinavian goods are superior to Canadian red pine and spruce for many purposes and, in addition to which they are manufactured true to size and open air seasoned.

During the latter part of the shipping control the government rate of freight from Quebec to the United Kingdom was £15 per std. (= \$37.50 per 1,000 ft.) whilst the rate ruling from the West Swedish ports varied from £4 to £7 per std. (= \$10 to \$17 per 1,000 ft.).

It must also be stated that rates from the middle Baltic ports were about double these. The recent announcement of American freights being reduced by two-thirds and, if it applies to Canadian also, it means that in the future, the Atlantic rate will be about the same as that of crossing the North Sea. It will be at once seen what a great advantage Canadian lumbermen will have over Scandinavian goods. Importers may, therefore, be expected to look very favorably upon the produce of the Dominion when it can be offered at such a great price difference. As there will be severe competition to charter from the Baltic it is not expected that those rates will be seriously reduced.

In Russia and Scandinavia practically all stocks are known by their brands. In the former country they are hammer marked, no paint being used, whilst the latter country neatly paint the ends of their deals and battens by carefully stencilled lettering with the introduction of a "crown" or two. These brands are so well known that goods shipped from the same port often vary in price \$2 per 1,000 ft., according to the reputation of the exporter and his brand.

This being so the buyers (and the British in particular) may look shy upon unknown Canadian cuts and require a lot of satisfying before agreeing to "try" a cargo. The agent generally would be willing to guarantee the shipper fulfilling his contract. When a stock is well-known this guarantee is unnecessary.

The Necessity of Detailed Information

Now the smaller lumbermen and some of the larger ones, as a matter of fact are unknown by name and reputation in Europe. There are several ways of remedying that difficulty. The first is for each lumberman to appoint an agent in England to represent him, giving all information with regard to the quality of his wood, grading, approximate sizes and quantities his logs will produce, the lengths he can give, facilities for shipment and all details that might be useful so that the agent can properly represent the stock to his customers. This will inspire confidence and quickly result in good business to mutual advantage.

There are many agents in Great Britain, whose word will be accepted by buyers, but if the shipper (who would be the lumbermen) fails him it will be difficult to place those goods in the future, as importers detest and abhor those whom they consider unreliable men. There is another way which is much resorted to in Russia, and many parts of Sweden, and that is the establishment of local agents at the markets and port of shipment. In the case of Canada—probably Montreal or Quebec, would be a suitable place for their head offices. These "local agents" work through the regular agents in Great Britain. It would be their duty to get the offer of the goods from the Ontario lumbermen and write or wire the particulars to the selling agents, and at the same time report and comment on the quality and sorting of the particular deals. All correspondence is carried on through the selling and local agents.

Buyers knowing that there is a local man on the spot, who should be unbiased and work fairly as between all parties, would be quite willing to accept the selling agents' description of the goods and

upon his assurance of shippers ability to carry out his obligations, would contract freely.

Ship and Deliver According to Contract

This carefulness, not distrust, on the part of importers would probably not be extended beyond one season, but it must not be overlooked that there are many lumbermen who have not shipped direct to Europe, but have sold their cut to local merchants who pay for the goods at mill or shipping place and do their own sorting and shipping.

Therefore, to many, this work will be new and consequently we have gone perhaps more fully into the question than some may



King's Dock at Swansea, Wales, where many pit props are handled.

think necessary. In short, the main points to remember are to ship according to contract and deliver according to contract.

This year 1919 is an exceptional year and I would strongly urge the lumbermen to join together to appoint and support a resident representative in Great Britain, who should be neither an agent nor a buyer, but one versed in the trade and its requirements, one who should give his whole time to the lumbermen's interests.

Not only is there a certainty of good profits from the business, primed in all matters, prices, markets, freights and all the different developments of the timber trade; in fact, be their ambassador, friend and advisor, forward monthly reports and answer all enquiries, act as arbitrator in cases of dispute.

Not only is there a certainty of good profits from the business, but as a patriotic move give the Old Country the timber she requires so urgently and, at the same time, swell the revenue of your own



A modern ocean liner engaged in the export trade.

Dominion, and assist to replace those huge sums which you have spent so freely, which finally brought the great war to a glorious and successful end.

Doors. Naturally very large quantities of doors will be required in the reconstruction work. Ordinary inside Swedish doors are offered at about \$4 each C.I.F. U.K. without finding buyers. It is, therefore, necessary for makers to look carefully into the cost, plus freight, and not manufacture for Europe unless against firm orders.

Expensive and special doors are not in demand.

Douglas Fir. This wood, which is usually shipped in sawn, square logs and planks of 4 in., 5 in. and 6 in. thick by 11 to 15 in. wide, is largely used for shipbuilding, etc. This is another instance where the lumbermen might, with advantage, give some attention. Large quantities of 3 x 7, 3 x 6, 2½ x 7, 2 x 9, 2 x 8, 2 x 7, 2 x 6, and 2 x 4 could be sold if the extra cost of sawing to these small di-

mensions is not too heavy. It is a wood suitable for the inside work of houses.

Silver Spruce is largely used, as we all know, for aeroplane work. It is also used for skull making and many other purposes which require strong, tough wood.

Wood Products that can be Used

Almost unlimited quantities of the following could be sold to Europe.

White pine in 1st, 2nd, 3rd and 4th qualities.

White pine good quality sidings.

Spruce deals in all sizes and qualities.

Red pine, chiefly 3 x 9, 3 x 8, 2½ x 7, 2 x 8, 2 x 7, 2 x 6, 2 x 4.

Rock elm logs and oak logs and planks.

Birch logs and planks.

Box boards.

Doors and all kinds of joinery.

Douglas Fir.

Silver spruce.

The specification required in white pine and spruce is well known to every lumberman, but in sawing red pine it would be well to make as many 12/16 ft. lengths as possible, but some shorter may be shipped. Red pine of all sizes given above would be used almost exclusively for housebuilding. Rock elm and oak are for shipbuilding, birch logs and planks are largely used for chairmaking, for which there is a good demand. Box boards enquiries would have to be very carefully gone into before quoting a price, being such small pieces and of special length and thickness, requiring much care in



The timber store sheds at the docks at Cardiff, Wales.

sawing. A small mistake in the length or thickness might cause a serious loss to the seller.

The General Sizes in Demand

Particulars of the sizes in most demand in the following countries are:

France—Dunkirk to Boulogne.

3 x 9, 3 x 8, 3 x 7, Baltic pine.

2½ x 7, 2½ x 6½, 2½ x 6, Baltic pine.

1½ x 9, 1½ x 8, 1½ x 7, Baltic pine (high quality).

3 x 7, 3 x 6, Baltic spruce.

2½ x 7, 2½ x 6½, 2½ x 6, Baltic spruce.

Dieppe to Honfleur (for Paris and Rouen)—Large quantities of Baltic Spruce deals. Russian and Swedish pine boards of high quality. Planchettes (1 x 4 and 1 x 4½) in large quantities.

Nantes to Bordeaux.—General specification of deals, battens and boards.

The heavy customs tariff will not permit planed and dressed goods being imported.

Belgium.—2½ x 7, 2½ x 6½, 2½ x 6, Baltic pine. High quality boards (especially 1½ x 9 and 1½ x 5) Riga pine and spruce battens of all sizes.

Holland.—Chiefly Russian and Swedish spruce deals and battens (especially 3 x 8). Large quantities of boards in 1, 1¼ and 1½ x 8. If cut 1/8 of an inch over the customary thicknesses an extra price is willingly paid.

Spain.—Heavy quantities of 3 x 8, 3 x 9, and 3 x 10. In Baltic pine and spruce. 14 ft. lengths are preferred and some Scandinavian mills especially cater for that market by guaranteeing at least 60/70 per cent. of the specification shall be 14 feet.

L. D. Barclay, manager of the Toronto office of the Canadian Western Lumber Co., is on an extended business trip throughout the Maritime provinces.

Surveying the Forest Resources of Canada

Review of What Woods are Found in the Different Provinces—Character of the Timber and the Land—Pacific Coast is Lumberman's Paradise

By R. H. Campbell, Director of Forestry, Ottawa, Ont.

The most important lumbering region of Eastern Canada lies north of the hardwood belt in Ontario and Quebec and extends into Nova Scotia and New Brunswick. The area is underlain chiefly by archæan rock and is but sparsely settled as a great part of the land is unfit for agriculture. The forests consists of white pine (*Pinus Strobus*), red pine (*Pinus resinosa*), white spruce (*Picea canadensis*), red spruce (*Picea rubra*), black spruce (*Picea mariana*), balsam fir (*Abies balsamea*), tamarack or larch (*Larix americana*), hemlock (*Tsuga canadensis*) and white cedar (*Thuja occidentalis*). The predominating species are the pines and spruces. In Ontario and Western Quebec the pine is the most important tree, but in Eastern Quebec and the Maritime Provinces spruce is the commoner tree sawn into lumber. For pulpwood spruce is used to a greater extent than any other tree all over Canada. Mixed with these conifers, especially toward the southern portion of this belt are scattered stands of birch, maple, beech, and other hardwoods. To the north of this important lumber producing region lies a belt of woodland crossing the northern parts of Quebec (Labrador), Ontario, Manitoba, Saskatchewan, and Alberta, which is covered generally speaking with a forest of spruce, jack pine (*Pinus Banksiana*) paper birch and poplar. This district is largely undeveloped at the present time. Its rivers for the most part run northward away from the settlements and transportation facilities. Generally speaking the region does not possess timber of the quality, dimensions, or quantity necessary to make the region important as a producer of lumber for export.

South of the important lumbering region described above is the northern fringe of the great hardwood belt of North America, stretching from southeastern Canada down through the Central Eastern United States. The timber in this region in Canada has been largely removed to make way for farms as it grew originally on land better fitted for agriculture than forestry. Scattered stands of pine and other conifers occurred throughout the region and these have also been removed but in many cases the land so cleared has proved to be absolutely unsuited for agriculture.

It is to the first described region that the exporter of timber must look for his supply. A great part of the area has been burned by repeated fires and much of it has been pretty thoroughly cut over by lumbermen in the past. The area is estimated to contain in the neighborhood of 200 billion feet of merchantable lumber, although few systematic attempts to survey it have ever been undertaken.

During 1909 and 1910 a forest survey of Nova Scotia was undertaken by Dr. B. E. Fernow, at the expense of the province. The report summarizes the results of the survey and gives as an estimate for the entire province 10 billion feet of coniferous and 5 billion feet of hardwood saw timber and 25 million cords of pulpwood. The coniferous saw timber is for the most part red spruce (*Picea rubra*) with smaller quantities of white spruce and balsam, the pines are of secondary importance in this province. Birch, beech, and maple are the important hardwoods. Less than 100,000 acres of virgin or semi-virgin forest remain as a source of timber supply in Nova Scotia. The largest single area of virgin coniferous forest, consisting of about 10,000 acres, is to be found in Halifax County, behind Ship Harbor. Digby and Annapolis Counties have smaller scattered areas, mostly of mixed hardwoods and conifers.

The Forest Resources of the East

In New Brunswick a forest survey was commenced in 1916 and although the results are not yet completely available, more than 113 billion feet of saw timber cannot be expected from the Crown Lands of this province. The entire forest resources will not exceed 25 billion. The commercial forest may be roughly divided into two areas, the St. John River basin and the North Shore. Details of the timber by regions are not available.

In the case of Quebec where no comprehensive forest survey has been attempted the available information has given rise to an estimate of 200 billion feet of saw timber for the entire province. Five regions may be outlined here, the Ottawa River basin, the lower St. Lawrence valley, Lake St. John region, Eastern Townships and the great Northern Forest including Southern Labrador. This last region covers the greatest area but contains the smallest quantity of commercial timber. The Ottawa and St. Lawrence basins include the bulk of timber available for export.

There is little or no official information available concerning Ontario's forest resources. No attempt has been made at a forest survey and no official of the Provincial Government has ever made an estimate of the total quantity of timber available.

The white pine has been estimated at 20-25 billion feet by Mr. E. J. Zavitz. Mr. Aubrey White estimated the pulpwood at 300 million cords. Mr. Clyde Leavitt has made a tentative estimate of about 100 billion feet for the entire forest to include saw timber and pulpwood of the pulp species, spruce and balsam.



R. H. Campbell
Director of Forestry, Ottawa

The Ottawa Valley is one of the chief sources of white pine, as well as other lumber species, but it is impossible to separate the lumber cut in the two provinces which border on this river. The north shore of Georgian Bay still provides a considerable quantity of white pine and other saw timber. Large quantities of material are available in Northern Ontario, but the white and red pine are largely confined to the two regions described.

Timber Stand in British Columbia

The Commission of Conservation has made a comprehensive study of the forest conditions in British Columbia and a report describing the results will soon be available for distribution. The report is based on actual investigation and on existing information.

In December, 1908, Dr. B. E. Fernow published a pamphlet entitled "An Analysis of Canada's Timber Wealth." At that time reliable data concerning the question was almost as difficult to obtain as at the present time. In the pamphlet in question Dr. Fernow estimates the stand in British Columbia at 300 billion feet. The report of the Commission of Conservation increases this figure to 350 billion, after a careful investigation.

Of the Province of British Columbia 53.2 per cent. of the total area is unproductive, either as forest land or agricultural land. Only 5.9 per cent. has now or will ultimately have, value for agriculture. About 40.9 per cent. is potential forest land. As at the present time much of the agricultural land carries forests, the forested area consists of 42.2 per cent. of the total. Of this only one-third carries commercially valuable timber at the present time. On about 97,000 square miles of the forest area, the merchantable timber has been burned by fire or cut by lumbermen, but up to 1917 only about 30 billion feet board measure had been cut, and as this was confined largely to dense stands, it could not have covered more than 2,000 square miles, leaving a total of about 95,000 square miles of timber land burned over. On the forest area remaining about half the timber has been damaged by fire. Summing up, it is estimated that 650 billion feet of timber, or about 22 times the annual cut at the present time, has been destroyed by fires in the past.

(Two-thirds of the area, once timbered, has been totally burned, and on over half the remained serious damage has been done).

The pulpwood is estimated at 250 million cords, but in this connection it might be well to mention that there is no sharp dividing line between pulpwood and saw-log timber. A diameter of 10" is often used to differentiate between the two classes of material, but in many cases logs of less diameter are sawn into lumber, while pulp is made from sticks measuring more than 10 inches.

Of the total area of timber land in the province about 75 per cent. has already been alienated. At the present time all timber land

west of the Cascade Range, carrying eight thousand feet per acre, and all east of this range carrying five thousand feet not otherwise alienated, is held in reserve. This area is estimated at 28,000 square miles.

According to the Conservation Commission's report, the total of 350 billion feet of standing timber is distributed among the different species, as follows:

Western cedar	77 billion
Douglas fir	76 "
Spruce	72 "
Hemlock	64 "
Balsam	33 "
Lodge pole pine	12 "
Other species	16 "
	<hr/>
	350 "

The Distribution of Pacific Sawmills

There were about 390 mills sawing lumber in British Columbia, in 1917, distributed as follows: Vancouver district, 169 mills; Vancouver Island, 61 mills; Prince Rupert district, 10 mills; total west of Cascade Mountains, 240 mills; total east of Cascade Mountains, 150 mills.

Seventy-five per cent. of the lumber and shingles sawn in the province were produced in the vicinity of Vancouver and New Westminster, 85 per cent. of the total was produced in coast mills.

From these figures it is evident that as far as exportable lumber is concerned, the interest is centered on the Coast District. For a more detailed study this region may be sub-divided into the following districts: The Southern Mainland, the East Coast of Vancouver Island, the West Coast of Vancouver Island, the Northern Mainland, and the Queen Charlotte Islands. Up to the present time the logging has been largely confined to the south mainland and the east coast of Vancouver Island. The Island itself protects this entire district and logs may be towed from the timber limits to Vancouver, Victoria, New Westminster, and neighboring milling centres with the minimum of loss. The timber still remaining in this district has been estimated at 120 billion feet board measure, consisting of 50 billion of Douglas fir, 35 billion of western cedar, 20 billion of hemlock, 10 billion of balsam, 2 billion of spruce, and the remainder of other species.

There is estimated to be over 55 billion feet of similar timber on the west coast of Vancouver Island, growing along deep inlets, some of which cut almost into the centre of the island. These, however, are exposed to the Pacific, and logs cannot be towed with safety north of San Juan, and the only railway connection is at Alberni. Owing to these difficulties in the way of transportation it is probable that most of the timber on this coast will be eventually sawn locally. At present comparatively little logging is done.

Richest Wooded Region in Canada

If we add the estimate for this coast to that of the east coast and the mainland opposite we have a total of about 175 billion feet of timber or 30 per cent. of the total estimate for Canada. While this may be a rather generous estimate there is no doubt that the region just outlined contains more timber than any other of equal area in Canada.

The north mainland from Queen Charlotte Sound to the Portland Canal consists of a rough, mountainous coast deeply indented, and of such poor rock soil that the timber is confined to the shore line and certain valleys. The region is said to contain about 23 billion feet of saw-timber, and a considerable quantity of pulpwood. While logs can be safely towed by inside passages from one part to another in this district north of Rivers Inlet, it is considered more valuable as a source of pulpwood than saw timber. There is railroad connection at Prince Rupert and rail transport available along the Skeena River.

The Queen Charlotte Island district contains about 15 billion feet, mostly hemlock and Sitka spruce. A considerable quantity of airplane spruce was cut here during 1918. Logs are towed across the Hecate Strait in cribs, but will eventually be sawn locally.

In the interior part of the province there is a great quantity of timber, but the stands are nowhere as heavy as on the Coast, and the facilities for transportation are such that it will be some time before this region becomes an important competitor to the Coast region as far as overseas export trade is concerned. The quantity of timber available is estimated at 136 billion board feet, of which spruce contributes 58 billions, (56 of which is Engelmann spruce), cedar, 18 billion; balsam, 14 billion; Douglas fir, 12 billion; hemlock, 12 billion; lodgepole pine, 12 billion; western soft or bull pine, 4 billion; larch or tamarack, 3 billion; and western white pine, 2 billion. The region may be divided into six districts. The southern central district, which lies to the north of the railway belt and embraces the lower Thompson Valley, contains about one-third of the total, or 46

billion board feet. The northern central district is estimated to contain 38 billion, and that part of the province lying south of the railway belt, 26 billion. The other districts are estimated as follows: Railway belt, 11 billion, east of Rockies (Peace River block included), 12 billion, and the great northern region, which is now practically inaccessible, 3 billion feet.

Give the British Buyer What He Orders

By J. H. Lavallee, Toronto

Just now the attention of the commercial world is centred on Europe, because of the great devastation caused by the war and the consequent need of vast quantities of material required, not only for the rebuilding of the shell-swept areas, but for catching up with industrial building, which has been partially or wholly neglected during the four and more years of war time.

The attention of traders in general is, as stated, directed to the needs of the battle-battered areas. That part of the trading public dealing in forest products is giving it particular attention.

I had a conversation with a lumberman a few days ago, one who has been in the business of exporting lumber and timber to Europe for years—a man who has made a good deal of money and lost some in the business, and is thus in a position to advise. Since there may be many who in the next few months may try their luck over there I think that his remarks are worth repeating.

"A great many of our traders on this side of the Atlantic," he said, "are under the impression that the English business man is a particularly honest one. It is a fatal mistake from a commercial viewpoint to think them all honest; a great many of them are upright, honest gentlemen with whom it is a pleasure to do business, but unfortunately there are some who are not, and I refer in this connection mainly to the brokers.

"There are many belonging to the class who, if they can lay claim to honesty, must go down under the charge of ignorance of the business they are engaged in, wilful carelessness or purposeful misrepresentation.

"Such a broker will paint any kind of a picture which he may think necessary for getting someone on this side sufficiently interested to make a shipment. Someone falls for his fancy price and easy specification and forwards a consignment. It matters little to the broker that the goods are refused by the party for whom the shipper thought they were intended; they will eventually be sold at some price or other; he will rake in his commission and bait his hook with another lot of fancy prices and easy specifications and calmly wait for the next sucker.

"Unless the broker, whether an individual or a company, has had experience as a lumberman, and has a reputation for honorable dealing, the watchword should be, 'beware the broker.'"

There was another point on which he dealt at some length. It was to the effect that while the clean acting English business man is clean in the extreme, he is conservative to a degree, and exacting. This must not be forgotten. In pre-war times when freights were a good deal lower than they now are, or are likely to be again (for some time at least), there was exported to England from Canada and the United States quite a quantity of piece stock for railway wagon manufacture, for furniture manufacturing, etc. Now, with the higher freights, both rail and water to pay, we are free to suppose that still more of this piece stock will be bought for export, so as to eliminate the cost of freighting the portion which would be represented by the part that would be waste if the wood was taken over either in log or in lumber.

Anyone taking orders for any such material should be particular to watch the sizes. They cannot be too particular; if 4 x 4 x 24 in. was ordered, for instance, and a lot went forward 4 x 4 x 23 7/8 in. it would stand a big chance of being refused, or if it was a sixteenth of an inch off in size it would stand the same chance.

Here is a case in point. A furniture manufacturer in London ordered a large lot of piece stock from a United States firm. This gentleman, to whom I was speaking, was in London when a large part of the order came to hand. It represented a good portion of a ship's cargo. The bulk of it had been ordered 4 ft. long, but through some unfortunate piece of mismanagement it had been cut 3 ft. 11 7/8 in. It was refused, was sold at auction and the shipper suffered a heavy loss.

Such a case is luckily, the exception, but at the same time it is a fact, and serves as a warning to anyone who contemplates branching out and trying the export trade, showing as it does, the great necessity of knowing thoroughly and exactly what has been sold and then just as exactly, supplying that.

Give the legitimate English buyer what he orders and do not take any liberties with him in your business dealings and you will find him second to no one on earth with whom to do business.

Taking an Inventory of Canada's Forest Assets

Available Estimates of What Each Province Possesses—Total Quantity of Merchantable Saw-timber of the Dominion is 800,000,000 Feet



A census of the lumber industry in Canada has been completed by the Dominion Bureau of Statistics, embracing 2,879 operating concerns, of which 52 were in Alberta, 251 in British Columbia, 29 in Manitoba, 255 in New Brunswick, 462 in Nova Scotia, 603 in Ontario, 60 in Prince Edward Island, 1,151 in Quebec and 16 in Saskatchewan.

The total capital invested in the industry, including land, buildings and plant, machinery and tools, stocks in process and supplies, and working capital is given at \$149,266,019.

The number of employees on salaries was 2,874 males and 285 females, who received a total of \$3,554,097. The average number of employees on wages was 25,516, engaged in logging operations, and 28,820 in the mills, and their combined wages amounted to \$34,412,411.

The aggregate value of production in 1917 was \$115,884,905. The census covered 29 kinds of lumber, 11 of shingles, 10 of lath, 6 of pulpwood and 10 of miscellaneous products, including cooperage stock, veneer, ties, poles, posts, dressed lumber, etc.

The principal kinds of lumber by species of wood used, were spruce, 1,466,558 m. ft.; white pine, 791,609 m. ft.; Douglas fir, 706,996 m. ft.; hemlock, 322,722 m. ft.; cedar, 149,999 m. ft.; red pine, 119,321 m. ft.; balsam fir, 102,373 m. ft., and all other varieties, including custom sawn lumber, 483,293 m. ft.

The total quantities and values of lumber, lath, shingles and pulpwood cut, and of miscellaneous products were as follows:

Lumber, 4,142,877 m. ft., \$83,655,097; lath, 616,949 m. ft., \$1,828,018; shingles, 3,020,956 m. ft., \$8,431,215; pulpwood, 988,444 cords, \$10,543,630; miscellaneous products valued at \$11,436,945.

Ontario

Mr. E. J. Zavitz, provincial forester, has estimated the white pine at from 20,000,000,000 to 25,000,000,000 feet. Mr. Aubrey White estimated the pulpwood at 300,000,000 cords, which Mr. Clyde Leavitt reduced to 200,000,000 cords. The consensus of opinion seems to be that from 70,000,000 to 90,000,000 acres of the province are covered with commercial saw-timber. No forest survey has ever been made in the province of Ontario.

Quebec

In the Quebec Statistical Year Book for 1915 Mr. G. C. Piche, provincial forester, has estimated the forest resources of the province as follows:

	Board Ft.
White and red pine	50,000,000,000
Spruce and balsam fir	125,000,000,000
Cedar	20,000,000,000
Hardwoods	35,000,000,000
Total	230,000,000,000

This is not definitely classed as commercial saw-timber but an estimate of pulpwood is added at 100,000,000,000 board feet.

New Brunswick

Mr. P. L. Caverhill (late Director of the Forest Survey of the Province), in the report of the Crown Lands Department (1916) estimated the merchantable saw-timber on Crown lands at 13,000,000,000 feet, board measure. In addition to this 7¼ million acres of Crown lands there were 5 million acres of settlement land, and 4½ million acres of private timber land, so the above estimate might be doubled for the entire province, giving about 25,000,000,000 board feet.

Nova Scotia

The best available estimate for this province is given in Dr. B. E. Fernow's (Faculty of Forestry, University of Toronto) report. He places the coniferous timber at 10,000,000,000 feet, and hardwood at 5,000,000,000 feet, or a total of 15,000,000,000 feet, board measure.

British Columbia

The report of the Commission of Conservation recently published estimates the saw-timber in that province at 350,000,000,000 feet, of which 349,000,000,000 is coniferous. The pulp wood is estimated at 366,000,000,000 feet, with 365,000,000,000 as coniferous. The estimated

area of absolute forest land (land suitable for growing timber) is 92,000,000 acres, the area of merchantable timber being only 33,000,000 acres.

Prairie Provinces

An estimate of the area and stand of merchantable timber in these provinces was made by the Forestry Branch, based on surveys and information with respect to the existing reserves. An actual forest survey of the three provinces has not been made up to the present time. This estimate is as follows:

Merchantable Saw-Timber		Quantity in Board Feet
	Area in Acres	
Alberta	5,416,000	21,000,000,000
Saskatchewan	3,584,000	14,000,000,000
Manitoba	1,920,000	6,850,000,000
Total	10,920,000	41,850,000,000

Mr. J. C. Bulmer has been employed for some time past investigating forest conditions in Saskatchewan for the Commission of Conservation. He has made the following preliminary estimate:

	Board Feet
Spruce saw-timber	3,000,000,000
Poplar saw-timber	4,000,000,000
Pine saw-timber	800,000,000
Total saw-timber	7,800,000,000

Pulpwood (spruce, balsam fir and poplar)	55,000,000 Cords
Jack pine cordwood	78,000,000 "
Birch, tamarack, and willow	17,000,000 "
Total	150,000,000 Cords
Total equivalent in board feet	83,000,000,000

Approximate total forest area	98,250,000 Acres
Approximate total wooded land area	73,000,000 "
Approximate total area under present commercial spruce forest	750,000 "

Using these figures as a basis for comparison Mr. Bulmer has estimated the saw-timber in the three prairie provinces as follows:—

	Board Feet
Spruce and tamarack	8,000,000,000
Poplar	12,000,000,000
Pine	3,000,000,000
Total	23,000,000,000

Aggregate of Canada's Timber

The total quantity of merchantable saw-timber in Canada probably lies between 500,000,000,000 and 800,000,000,000 feet, board measure, covering an area of about 250,000,000 acres.

The pulpwood has been estimated as lying between 800,000,000 to 1,000,000,000 cords, but it is quite impossible to attempt a definite division between pulpwood and saw-timber as the same stand of timber may be used for one or the other.

New Lumber Company Organized

The Kawartha Lumber Co. Limited, of Lakefield, Ont., who were recently granted a provincial charter, have been formed for the purpose of buying and selling lumber, timber, railway ties, posts, etc., and also for dealing in standing timber. The company have bought considerable lumber for the coming season's trade. They state that the cut in their section will be equal to that of 1916 or 1917, and is all sawn by small mills, all the larger plants in that section being closed down owing to the scarcity of standing timber. The firm look forward to a large demand for lumber and do not think it likely that prices will be lower than those prevailing during the past two years; in fact they believe that hemlock and basswood will bring more money than at any time in the past. J. F. Lillicrap of Lakefield is purchasing agent and salesman for the Kawartha Lumber Co. He is favorably known to the trade in Ontario and also in Toronto, and has been continuously connected with the lumber industry ever since 1882, chiefly in woods and saw mill operations, and for the past ten years in handling lumber for different firms. He knows the territory from Kingston to Sarnia like a book.

How Export Shipments are Carried Through

The Space Available for Commercial Consignments is Still Limited and the Rates Continue Very High—Effect of War on Ocean Transportation

The extent and development of the export business in Canada as far as lumber and timber are concerned, will, during the coming season, depend very much upon shipping facilities and ocean freight rates. There are a number of firms looking with more or less interest upon the export business, and wondering whether it is worth while entering the field. Then there is the smaller chap who thinks perhaps he might try his hand at it in a limited way, but scarcely knows how to go about it. He is unacquainted with the procedure, the routing of the products, the question of rates, the availability of bottoms, and other phases of the situation.

Recently the "Canada Lumberman," in order to make clear some simple, elementary facts concerning these problems for the benefit of the uninitiated, asked a well known forwarding agent to outline matters as plainly as possible, and elucidate some points that may now be in doubt. While a number of observations made herein may be patent to numerous readers, there are many who would like to know something about the export procedure as they have never had anything to do with this end of sale and distribution.

Their product has always been marketed through the wholesaler who has taken charge of the entire cut or, sales have been made locally, and perhaps a few shipments sent to the other side of the border. There has been nothing very complicated about this, as the local station agents have been only too willing to go through the ordinary routine of furnishing all the particulars.

But in the export line matters are somewhat different. The war has brought about many changes, not only in the way of rates, but also methods of shipping. Before the outbreak of hostilities, all softwoods were, with the exception of small consignments, generally shipped according to the St. Petersburg standard, while hardwoods were sent forward principally on the basis of weight. The St. Petersburg standard consists of 165 cubic feet of space, or 1,980 superficial feet, board measure. It is the regulation term employed in most transactions with foreign importers. In Canada, of course, the basis of sale is generally 1,000 ft., board measure, but in the export trade, the term "standard" is one that is most frequently used.

When stating that all shipments are now made on the basis of weight—so much per hundred pounds for cartage—this statement should be qualified by adding that many of the old time exporters are still adhering to the St. Petersburg standard.

Arranging for the Ocean Voyage

Naturally if the stock of the exporter is not located at a port of shipment, it has to be sent forward by both rail and boat. Thus there are two hauls. The rate of freight on the railroads includes delivery at the point of embarkation and loading on to the steamer; while the ocean rate includes taking the goods across the water, and discharging them on the quay or wharf of the port to which they have been consigned. Sometimes, after a certain number of hours, an extra charge is made for dock use or canal toll, which the steamship company collects in order that the consignment may be removed within a reasonable time. All charges, after landing on the quay or wharf, are for consignee's account and the levy is virtually the same as demurrage in the case of railway cars.

If a Toronto, Hamilton or Ottawa exporter desires to make a freight engagement, by one of the ocean lines, he will call up the local steamship agent and ask what the rate is to Liverpool, Manchester or some other port. The agent will give him a figure on the basis of so much a hundred pounds, and then wire to Montreal or elsewhere, as the case may be, to find out whether he can secure space for five or six cars of say, white pine, spruce, birch, or oak. In regard to the railway line which shall ship the consignment to the seaboard or port of embarkation, this is a matter of indifference to the agent who has no favors to play in this respect, and the shipper generally makes the best rail arrangements possible. As soon as the agent finds out what steamer space he can get, he gives the necessary information to the exporter, and makes out a freight engagement bill or contract, which set forth that he has this day booked space for the following freight . . . to be shipped via this line . . . from . . . to . . ., subject to the general terms and conditions of the bill of lading. Then there is space given for describing the character of the goods, the rate, the shipment, and any remarks.

The following clause is added purely as a measure of protecting the steamer's interest:

This contract is conditional upon the continuance of the Steamship Company's service and the sailing of its steamers. If at any time in the judgment of the Steamship Company conditions of war or hostilities, actual or threatened, are such as to make it unsafe or imprudent for its vessels to sail, or if its vessels shall be taken, sold or chartered for the use of any Government, the Steamship Company may discontinue or curtail its service; and in that event the Steamship Company shall be relieved from any liability hereunder except that if its service is curtailed the shipper shall be entitled to a proportionate part of the carriage provided by this contract.

This document is generally shown to the railway company when the consigner is getting his shipping bill, which sets out how many cars are to be sent forward, the quantity, weights, etc.

When the goods are loaded on the steamer and the freight prepaid (according to the present custom) bills of lading are forwarded by the steamship agent to the shipper and he mails them to the consignee as his authority to take possession of the shipment on its arrival.

In regard to charging by weights, the railway companies know exactly what the minimum weight per car is so far as lumber is concerned. The approximate weight of dry white pine to the thousand feet is 2,500 pounds; oak, 4,000; birch, 4,000; white ash, 3,800; mahogany, 3,500; hard maple, 3,900; soft maple, 3,300, etc. If the stock is shipped green (that is, practically as it comes from the saw) the weight has to be increased by about 33 to 50 per cent.

Why Available Space is Limited

Naturally there have been rapid advances in freight rates since the outbreak of the war. In the first two years there was practically no interference with the export trade. Space was available and the German U-boat menace had not then loomed up seriously. With the entrance of the United States into the war, and the greater number of troops being transported as well as the huge cargoes of munitions and food supplies, conditions underwent a radical change. In 1916 the government commandeered all the space, and anything that has gone forward since then until the signing of the armistice, so far as Canada is concerned, had to be undertaken through the British Ministry of Shipping at Montreal. If the ordinary exporter secured any space at all for commodities that were not required directly or indirectly for the prosecution of the war, it was by favor or grace that such a concession was obtained. Of course, if the shipper could convince the British Ministry of Shipping that the wood goods, or whatever else was in hand, were absolute essential for war work, there was little difficulty in securing accommodation. Otherwise a refusal was generally encountered.

After the signing of the armistice, the British government released 10 per cent. of the space for commercial purposes. This prevailed during November and December. Twenty per cent. was released in January and February, and 30 per cent. in March. There the proportion stands at the time of writing, and the outlook for any increase is uncertain.

The reason the government has given up only 30 per cent. of the shipping space is due to the large amount of food stuffs that have to be sent overseas, and particularly heavy stocks of bacon. Naturally, with only 30 per cent. available—and this space having to be divided among so many interests—there is not a great deal of accommodation for the export of lumber at the present juncture. However, it is hoped that conditions will be ameliorated before many weeks pass.

Now just a word in regard to ocean tariffs. At the present time they are excessive, being over \$2.00 per hundred pounds for softwoods and over \$1.50 for hardwoods. This is many times higher than the figure before the outbreak of war. Then the levy was about 20 cents per hundred for hardwoods and 40 shillings per standard for softwoods. It is interesting to observe how the rates have gone up. In 1915 the figure was 71 cents per hundred pounds on hardwood and 125 shillings per standard on pine or spruce.

Carriage charges have since aviated amazingly, the rate in February last on softwoods being \$1 per hundred weight from St. John, N. B. to the United Kingdom, and early in April it had been increased to \$1.75 per hundred weight.

Export Trade Conditions and Prospects

North America Only Present Available Source of Supply for Softwoods— The Function, Obligation and Service of Canadian Exporter

By Ed. Harper Wade, Quebec, P. Q.

Now that the import embargo on wood that has been obtained in the United Kingdom during the more recent years of the war has been removed, a partial release of ocean tonnage from government control for general business purposes conceded, and complete freedom of the internal wood trade in Great Britain and Ireland officially announced, the way is clear for a resumption of the export of timber, deals and lumber to the British markets, a business which in the past has formed so important a portion of the trade of the Dominion, especially in the Eastern provinces.

Although it no longer has the primary importance it had in earlier days, as far as the overseas portion of it is concerned, for the supply of United States requirements and an enormously increased and ever growing consumption in Canada itself have opened other markets, it still has quite sufficient interest for all lumber producers and manufacturers to warrant their closest attention, as they are naturally desirous of obtaining the highest possible price for their product. The advantage of the additional market which is now again open without government restrictions is obvious, and it has at the present time a special value in being bare of stocks in every description of wood, and of being one in which abnormally high prices have been for some time current. Not only has the import of wood goods into the United Kingdom been restricted by regulations and freight room difficulties so severely as to leave little material, indeed, for the ordinary consumer, but even the native timber resources have been depleted to an unprecedented extent. There are no reserves to fall back upon, but on the other hand much work to be done which unavoidably stood over during the war, and will require for its carrying out more than the usual supply of wood in various forms. Extensive house-building construction is contemplated by the government, partly to meet urgent requirements and partly to give prompt employment to the demobilized soldiers. For this and for many other necessary undertakings wood is required, without the possibility of an effective substitute. Then the devastation the war has wrought in Belgium and part of France must be repaired. Shelter must be provided for families driven from the destroyed or the damaged towns and villages on their return to the sites of their old homes, now no longer existing as habitable dwellings. Housing in some form is as essentially necessary for civilized man as food or clothing themselves, and of all possible materials wood stands pre-eminent as a building material for ready use.

The Former Sources of Supply

Many of the former sources of supply are no longer available for the present, and their future possibilities in that connection are involved in obscurity and uncertainty. Of recent years the largest shippers of hewn and sawn timber into the United Kingdom has been the Russian Empire. From the Baltic and the White Sea, from Finland, Petrograd, Archangel, and even from far off Vladivostock, wood of various descriptions and different varieties has come forward to English, Scotch and Irish ports. Very nearly one-half of all the wood imported into Great Britain and Ireland came from Russia in the years that immediately preceded the war. It

will be more than one generation before the destruction of property and depletion of population will be so recovered from as to permit anything like a resumption of even an approximate business in that unhappy country.

Norway and Sweden are not capable of so increasing their production for export as to make up the resulting deficiency and if they were there are other continental countries urgently requiring an increased supply from them. Siberia has immense timber resources, but the long sea voyage from Vladivostock, the present port of shipment, to the United Kingdom, would entail under present tonnage conditions an almost prohibitive freight. The southern countries, though possessed of magnificent hardwoods, have no woods fit to compete with pine and spruce, and, indeed, are rather importers than exporters of such woods. This

leaves the North American Continent as the only possible available present source of supply for the world in what are commonly called softwoods, the various firs, pines and spruces, that are so easily worked and converted. Their intrinsic value has never been properly appreciated, until demonstrated under the European scarcity resulting from the war. In the past all connected with the trade have heard much of substitutes, for with every slight advance in prices the threat to use them came, but in the hour of need no effective and satisfactory substitute could be found. It is quite evident that for years to come the European demand, including that from the United Kingdom, coming into competition with that from the United States and from Canada itself, will ensure such returns to the producer on this side of the Atlantic as will not only enable him to meet the inevitable advance in the cost of production consequent on increased wages and dearer supplies, but will ensure a very different stumpage and profit return to anything in the past.

The exporter shipping from Montreal and Quebec is generally a middle man who buys from the producer or manufacturer to meet those export demands and requirements which it is his special business to study and keep acquainted with, though one of the leading spruce producing firms, whose head office is in Quebec, is not only a very large manufacturer at various points on the St. Lawrence, but is also an exporter of its own deal product. This is also the case with some of the sawmill owners producing spruce deals for export in the Maritime provinces, while others sell their output to firms whose business is an export one. The exporter in ordinary times sells on a cost, freight and insurance basis under contract with the purchasing importer, though during the war business has generally been free on board at the port of shipment. There is always, however, for him the further question of claims and allowances if the buyer considers the goods not in accordance with contract when delivered from the vessel. Where credit is given there is the entailed business risk to be considered. The general uncertainty of the present position makes the exporter's business more than usually difficult, for to unsettled conditions in his markets must be added the uncertainty in connection with freights and tonnage, and also the impossibility under present conditions of foreseeing what the rate of exchange may be at the time of shipment, and as he is paid in pounds, shillings and pence in Lon-



Edward Harper Wade

don for goods bought in Canada with dollars and cents, the rate of exchange is to him of great importance. Under ordinary conditions the par of exchange is \$4.86 2/3 to the pound sterling. This is always subject to moderate fluctuations, arising from matters connected with the balance of trade, but the war completely upset normal conditions, and the British government found it necessary to maintain the rate of exchange by financial arrangements at something over \$4.70. That support has now been withdrawn, and exchange left to find its market level, which will probably be under the artificial rate and may be much under it. To meet such a drop, the exporter must either buy at a low price or sell at a higher one, but meantime has the uncertainty of the future to face.

Marine Insurance Premiums Need Readjusting

The premium of marine insurance is a matter of the utmost importance in connection not only with export business but with all Canadian trade, and that it should be greater on goods shipped from the St. Lawrence and the Maritime provinces than from the United States Atlantic ports is a matter for the Canadian government to attend to with consideration and promptitude. Its pressing importance is not limited to the timber or lumber trade, but is of the greatest consequence to all interested in the entire import and export business of the Dominion. The higher rate of insurance on goods shipped from Canada means a diminished return to the exporter, who has to compete with similar goods shipped from the States, and this is reflected in the price he is able to pay the producer. Apart from and in addition to that, it means higher freight rates from Canadian ports as compared with United States ports, resulting from the shipowner having to pay heavier insurance on his vessel, for which he can only recoup himself by charging more. It is a distinct impediment and drawback to Canadian trade in its competition with that of the United States. The Dominion has spent and is spending large sums in improving the navigation and lighting of the St. Lawrence and in connection with the ports of the Maritime provinces with a view to meeting this difficulty. Much of the railroad expenditure was made in the same connection and the enormous liabilities the country has recently assumed in connection with railroads running from the producing districts to the shipping ports commits the government to the removal of every impediment to through trade from the West to Europe. It is an open question whether marine insurance companies and

underwriters are treating Canadian business with evenhanded justice, or if they are consciously or unconsciously discriminating against it in favor of that with the United States, but it is clearly the business of the government in the interests of the entire country and of its trade to see that the Canadian producer and exporter are not handicapped by differential insurance rates. The underwriters are in the business to make money, and will charge all that the trade can be made to yield, so that representations to them or discussions are alike futile.

Equalization of Rates is Urgent

The government should promptly take up this question of marine insurance and obtain for shippers the same rates to and from all Canadian ports at all seasons as are paid in connection with similar business with United States Atlantic ports by arrangements with a company formed to undertake business on those lines. They would lose little or nothing in doing so. Probably those now handling the business would compete for it on equal terms in preference to letting it go. If anything further can be done either in the St. Lawrence or on the Canadian Atlantic coast to improve the navigation and lighting it should be done at once. There is no good reason why the marine risk to and from Canadian ports should be greater than from United States ports, but in any case, in the interests of the entire country, of our ports of our railways and of our trade, of producers and consumers alike, the handicap should be removed, even if some small expenditure is necessary for its extinction. It is hopeless to expect business that cannot be competed for on equal terms, and we are too deeply committed and too heavily interested to hesitate. It is for all associations, firms and individuals to take up the question and put what pressure they can through the proper channels to induce government consideration and action.

The future of freights and tonnage space is still extremely uncertain, the advance in rail freights from the point of production to the port of shipment has to be reckoned with, the description and specification of goods most urgently required and the prices the producer can properly hold his product for are important considerations, but this much is certain, that such wood as Canada can supply is urgently wanted on the other side of the Atlantic, and all difficulties connected with the business can be met and must be met and overcome if the country and trade are to benefit as they should do by the present position.



Stumps cut thirteen inches from the ground, showing a marked improvement in the interests of closer utilization in logging operations in New Brunswick

An Accurate Survey of the Forests of Canada

Admirable Address by W. Gerard Power, President of the Canadian Lumbermen's Association, on "Conservation" before Canadian Forestry Association

To ask a practical lumberman to speak on Conservation is putting a difficult task indeed before him. His every energy is, as a rule, bent on felling more and more trees, on bringing more and more logs to his mill, on sawing more and more lumber, so that he may give satisfaction to his employers or shareholders, and be deemed a success in the opinion of his fellow members of the profession. His basic idea is the more production the more dividends, the more dividends the more honor, not to speak of material advantages.

It is difficult, indeed, to blame him. In years gone by, when the trade was young in this country, it was generally believed that our forest supplies were illimitable and inexhaustible. The idea that the day would ever come when the United States would find itself with its stores on the verge of exhaustion, and, in the words of a celebrated British authority, Mr. M. C. Duchesne, F.S.I., "Canada contains the only vast resources of timber within the limits of the British Empire," never entered the heads of these pioneers, who with their sturdy bushwackers roamed the forests, heedless of waste and extravagant in method, driven thereto by the one principle, "To get the logs to the mill, and to get the best."

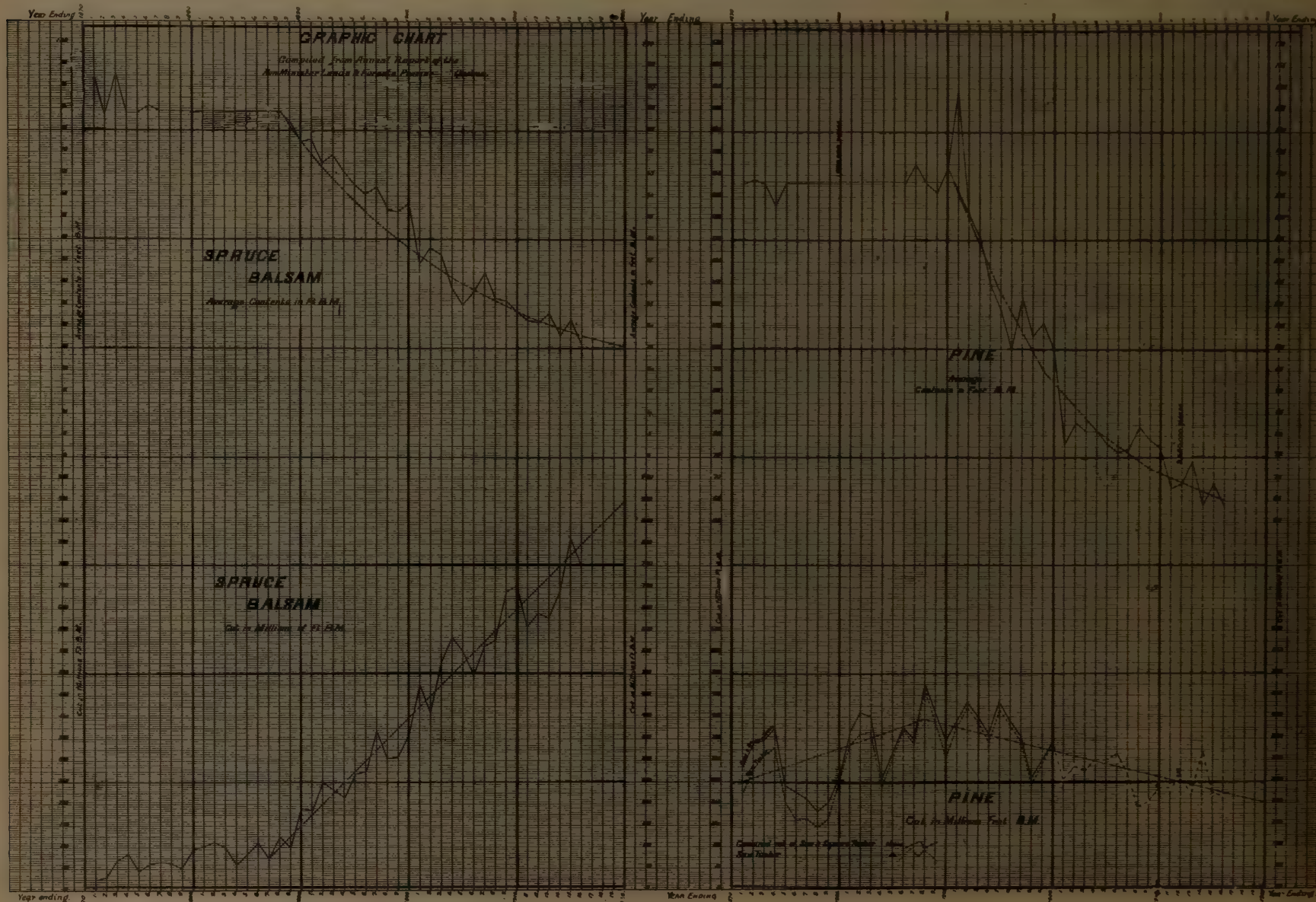
It is not for us in this generation to criticize the methods of our forefathers, and to suggest that their management of the woods was not on the right lines or their system of forestry unsound.

Other times, other manners. Who in those days could guess that Canada would one day be called upon to supply timber to the entire world? Moreover, if the methods of the old-timers were not so scientific as ours, justice forces us to admit that but for them a great portion of the country would still be undeveloped, roads unopened, and towns and villages as yet unfounded.

A number of the provinces, without their activity and industry, would have with great difficulty found means of increasing year by year grants of education, social work, and general development. (Since 1867 the province of Quebec has derived from the forests the sum of \$42,000,000). Millions of dollars spent in wages and construction would never have been attracted to the country, and further, it is hardly likely that this Canada of ours would have been so well known to the world as it is to-day.

So much for the past. The trade and its members have been great factors in the up-building of our nation, and we have reason to be proud of it and grateful to them. We must look at the present and to the future. To-day the business of production of wood material is the second greatest industry in Canada. What will it be to-morrow? We belong to an age of optimists, and though the bloody carnage in Europe and its consequences have necessarily oppressed us during the past four years, now that the high sun of victory is shining in the heavens and the angel of peace has descended over the world, we feel ourselves warmed and invigorated, ready to face the future with hope and confidence.

Every nation on earth freed from the horrid nightmare which has oppressed it, is taking stock and preparing to face the future. The national resources are being carefully investigated in order that every available asset may be put to the utmost practical use. We in Canada have our Re-construction Committee, our Scientific Research Commission, and other bodies established for the purpose of directing the nation's most efficient efforts in the best channels. And so it should be with the forestry. What we have got and what we are going to do with it. Are we to look upon our forest as the miner looks upon



Graphic Chart compiled from Annual Report of Minister of Lands and Forests for Province of Quebec

his underground treasure, or as the prudent husbandman looks upon his farm? Are we to keep on taking out without any hope of replacement, or are we by a wise and systematic cultivation to perpetuate one of the country's greatest assets.

Reducing Fire Losses to Negligible Quantity

In one direction we have made remarkable strides since the foundation of the "Canadian Forestry Association," by Sir Henry Joli de Lotbiniere and certain other kindred spirits in 1900. Since that time it can be safely said that the government and lumbermen have vied with each other in spending their time and money for protection against fire to such an extent that we can see the day when in the not far distant future the forest fire losses will be reduced to a negligible minimum.

There is no doubt but that the hand of man has in recent years rapidly decreased our available supply of forest products. This has been brought about partly by the greatly increased demand for lumber from all over the world, and in particular from the United States, and by the immense strides made in the pulp and paper business which must, in order to feed its grinders, and eventually by means of newsprint paper spread knowledge and education abroad, have at its disposal thousands of cords of spruce balsam.

The figures given in the accompanying chart would seem to show an ever increasing diminution in our supplies. But, I do not think we should despair. I believe that the lumber industry is one of the few basic industries which has within itself the possibility of perpetuation; and, the time has now come for all those interested in it to consider this important question, which, by the way, is by no means a new one. As far back as 1664, John Evelyn wrote a book entitled "Sylva," in which he says:—"Since it is certain and demonstrable that all arts and artisans whatsoever must fail and cease if there were no timber and wood in a nation (for he that shall take his pen and begin to set down what art, mystery, or trade, belonging any way to human life, could be maintained and exercised without wood, will quickly find that I speak no paradox), I saw when this shall be well-considered, it will appear that we had better be without gold than without timber," and had it not been that succeeding generations in England acquiesced in the theory promulgated at that time, there is no doubt but that a serious shortage in timber for use on railways and in the trenches during the late war would have been felt.

The Part Timber Played in the War

For cut off as she was, owing to the submarine menace, from outside sources of supply, England was obliged to fall back on her own forests; and, though many noble trees were ruthlessly sacrificed, the needs of the army were provided for. The same may be said of France, where the masterly genius and uncanny foresight of Napoleon saved the forests which at a later date were to be of such great utility to his country.

The words of John Evelyn are as true to-day as they were in by-gone ages. "We had better be without gold than without timber," and if it is useful in every art and trade, then surely a nation as a whole must interest itself in the welfare of its citizens.

The objection has often been raised that, in this country, as well as in the United States, we are too fond of saying "Let the Government do it." So it is in this case. On the state, of course, devolves the supreme responsibility, for its own sake, as well as owing to the fact that annually \$7,000,000 are collected from the limit-holders of Canada. But there must be co-operation and assistance even to the point of pecuniary sacrifice on the part of all classes, and in particular on the part of that class which is deriving material benefit from the exploitation of the forests.

Speaking as a Quebec limit-holder, I may say that the help which the individual lumberman can give to this work is not very great. The fact that the settler may within a short time clear the land completely of all timber is scarcely encouraging, even if one had the means to systematically carry on a program of forestry. So that the work must be undertaken by joint effort and co-operation with the governmental authorities, and the first step is, I think, incorporated in the resolution which I am about to propose to you.

Stock-Taking of Timber Assets Advocated

Would it not be well, before going into this matter any further and taking any steps which we might afterwards have reason to regret, to find out exactly what we have? How much timber is there in this Canada of ours? We have figures given by various provinces, but they are at best only approximate. As nearly as can be made out the area, given as forest area, includes everything which is not town lots, mining leases, or cultivated land, and with the exception of the largest lakes no account is taken of water, and further, the barren lands to the north would seem to be included. Such a condition of affairs can hardly surprise anyone. With one exception no government has as yet undertaken a thorough and systematic survey of the forest lands under its control.

Who knows, for instance, the quantity, the quality of the differ-

ent species which lie in Ungava, or in the great northland of Ontario? What are the means of transportation therefrom? Is the timber accessible? Is the exploitation of that country a commercial possibility?

The province of New Brunswick has already undertaken such a survey, and, in the words of Mr. G. H. Prince, "It will give definite information of the quantity, quality and value of the timber on any area, from which the stumpage value may be determined. It will show the quantity of species now of little commercial importance, because of lack of market demand, and possibly it may show that these species can be marketed profitably, or, where quantity justifies it, to induce industries utilizing these inferior species to operate within the province, thus profitably utilizing material which is at present going to waste.

Second: The estimate of the annual growth will determine whether or not the annual cut can be increased, or whether to perpetuate the industry, restriction should be placed on certain species to regulate the cut.

Third: The information on soils will permit of directing settlement to districts offering the greatest prospect of success, and withholding non-agricultural land from settlement, thus protecting both the future settler and the licensee."

All Classes Interested in a Survey

Besides, all classes are interested in such a proceeding. The lumberman, in order that he may know whether or not he has somewhere else to turn when he has exhausted his present holdings; the state, because it is to its interest to know exactly what are its assets; the investor in public securities to know what guarantees his bonds; and finally, the people of the country in order that having the figures before them they may be enabled to check with a jealous eye the means being taken to preserve to posterity their national heritage.

As to the methods to be followed in making such a survey, I think it would be beyond the scope of this convention to define them. The conditions are not the same in each province, and it would require more time than has been put at my disposal to go into the various theories advanced on this subject. I think that this could be safely left to be worked out by provincial authorities, always bearing in mind that any such action will have the hearty co-operation of the lumbermen.

Surely, the men who can calmly photograph and map German trenches, dugouts, and hiding places, in spite of tremendous fire from ground batteries, artillery and machine guns, could easily, while flying about bent on the peaceful business of commerce, make maps and plans and take photographs, which would be of the highest value in determining the features of the ground, the extent of wooded country, waters, and burnt over land.

Resolution in Favor of National Inventory

Whereas, an accurate survey of all standing timber in Canada, showing the various kinds of lumber, the quality, location and accessibility, together with available means of transporting same to the nearest market—also a report of all cut-over lands which are suitable only for forest growth—with the extent and location of same, would be most valuable information not only to lumber operators, but to the various Dominion and Provincial governments, thus enabling said governments to develop to the full extent a permanent forest policy which would have the effect of conserving the great natural resources contained in Canada's forests.

Be it therefore resolved, that the Canadian Forestry Association assembled in Montreal, urge upon the proper governmental authorities to provide adequate financial assistance, and clothe the Commission of Conservation to this end, and that copies of the resolution be forwarded to the Prime Minister, and the Minister of the Interior of the Dominion Government, also the Minister of Lands and Forests of the various provinces, and to the Chairman of the Commission of Conservation.

This resolution was carried.

Good Showing Made in Timber Operations

A good season's cut is reported from the lumber camp of Hall Bros., Limited, of Toronto, four miles from Marlbank, in Hastings County, where D. Healy, as foreman, with a gang of 18 men is said to have made a new record. Operations began on the first week of January and closed the latter part of March, during which time 10,000 saw logs were cut, 5,000 cedar posts and 800 sticks of rock elm timber. Besides this the gang landed the timber and posts at Marlbank, Ont., for shipment and the logs were hauled over two miles where a mill is being installed to convert them into timber. Taking into consideration the unfavorable weather conditions that prevailed throughout the winter for lumbering this record is a good one.

How the Timber is Logged for the Sawmills

Various Operations in Construction of Camps, Cruising, Felling, Drawing, Skidding and Scaling—Methods Employed in Getting Out Cut

By G. A. Mulloy and W. M. Robertson

There are many methods of timber cruising in use in Eastern Canada, but they are nearly all based on the strip system. A few ocular estimates are still made, but this method is fast falling into disuse. An experienced lumberman may be able to travel an area and by comparing it with a mental picture of some tract he has already seen logged, arrive at a remarkably close estimate of what timber is on it. But with increasing value of timber the desire of a more substantial method grows.

Many of the large corporations keep a cruiser employed the year round. Besides estimating the timber they purpose buying or selling, he determines what the various logging sub-division, or "cuts" contain from time to time; what state burned-over areas are in; when it will be advisable to return to a cutover area; amount of timber taken in case of trespass, etc.

After boundary lines have been determined—this may necessitate a re-running of the original survey lines—the compass man commences a line across the area. At the end of each chain he stops. The estimator then tallies all trees on a strip half a chain on each side of the line, noting diameters or diameters and height. He also notes the topography as he goes, thus obtaining at the same time all the mapping information necessary for logging purposes. They proceed in this way right across the area. Arrived at the other side they offset 10, 20 or 30 chains, depending on whether a 10 per cent. or less estimate is required, and cross back to starting side, where they offset again. This work is carried on most advantageously in winter, after waterways are frozen and before snow is too deep. Broad leaves are not a hindrance then as in summer.

To translate his piece tally into board feet, the estimator must have a volume table showing for each diameter or diameter and height the average volume board feet. If none is at his disposal adaptable to the field he is working on he must make one locally from actual measurements of as many trees as is feasible.

Some Factors in Locating Camps

During the summer previous to the first operating season on a tract the company owning a timber limit or the cutting rights engages a foreman who immediately, in company with the walking boss, travels the "cut" to formulate a working plan. From statistics in the office, he knows whether it is to be more than a single season's job and approximately what the cut should be per season. Then after travelling the field they decide whether it will be more advantageous to operate every season from the one set of camps or to

mov. This, of course, is determined by the relative density and accessibility of the timber at possible camping sites on the one hand, and the cost of new camps and a move on the other. These problems solve the size of camps, and the permanency, and therefore, quality of them is also decided. Let us suppose the area has been estimated to contain 15 million feet and that all logs will be watered at one place. Then if a fairly central site can be found a good set of camps to be used four seasons to accommodate 100 men will be desirable.

It now remains to select the site. This is done with the three factors; good water, sanitation and accessibility, keeping all clearly in view. Plenty and good water, the first need is sometimes supplied by a spring or more often a spring creek. Sanitation is obtained by avoiding swamps or wet marshy land, and by placing camps below the water supply. To be most accessible the site should be on or near the main haul road and as centrally placed to all operations as possible.

As much as 16 square miles have been operated from a single camp, where the operation lasted over three or four years but as a general principle men should not be more than one and a half or two miles from the farthest work.

The Construction of the Camps

About September 1st the foreman begins to pick up his gang, 20 to 50 men, and with tents and equipment moves back to camp site. At once clearing commences and soon the miniature town site is ready. About three acres are cleared, sufficient so that possible wind-falls will be harmless and small enough to be windshielded on all sides. The timber of the clearing as far as possible is utilized for construction and the balance for fuel. Camps are almost always built of logs, as, of course, is to be expected, and until late years the buildings were constructed of pine. Pine logs were easy to work with; being straight and cylindrical, they lay well and were convenient to obtain. However, nowadays most companies have put a ban on such wastefulness and penalize any foreman who uses pine for his buildings. Sheeting lumber for gables and roofs and floors and tar paper covering are used. The general specifications are about as follows:

Walls, of dove-tailed logs, 7 or 8 rows high, crevices chinked on inside with wedge-shaped cordwood and plastered or mud finished. Floor joists, of 5-in. to 6-in. spruce or balsam poles, 2 feet apart, about 12 inches from the ground. Floor, 4-4 sheeting, hemlock or pine. Roof, almost invariably wedge—rafters of balsam poles, sheet-



A typical logging camp in the North Bay district of Ontario, showing the comfortable winter quarters of the lumberjacks.

ing rough pine or hemlock, gables boarded in with same and all covered with tar paper. Door at one end and one or two windows in each gable.

The following table shows a fair average set of camps for 100 men:

Building	Size	Man Days	Team Days
Cookery	50x30x9	100	7
2 bunk houses	36x30x9	190	14
Office	20x30x8	100	5
2 Stables	30x42	150	14
Tool house	18x20	40	4
Granary	18x20	40	4
Store house	18x20	40	4

This arrangement may be varied somewhat to meet special requirements, e.g. tool house, granary and store house are not indispensable. A root house may partially substitute for the store house; and the balance of stored goods may be kept in the granary or cookery. If the foreman be a married man a small log camp is frequently added for his family, the family as a rule taking meals at the camp cookery. But in any set of camps for a crew of say, 100 men, the amount of material used and labor varies, but little, for no one but an experienced man is ever in charge of such an undertaking, so that the oscillating factors of cost are prices of labor and provisions, and the hauling expenses. If the lumber has to be teamed 25 miles, one trip in two days, the camp must necessarily cost considerably more than if the haul is three miles and two trips per day can be made.

The cookery is generally a single rectangular building, the fore-two-thirds being reserved for dining tables. The balance is the cook's "factory," with huge stove, bake, boards and shelves. But an improvement over the regular style was that built by a firm at Thor Lake. The main building was a little shorter, about 30 x 40, and entirely used as a dining room. Behind this a lean-to, 30 x 30 was built, its roof not high enough to interfere with light of the main building. The lean-to was also well lighted on two sides at its own gables. A large opening was cut in the communicating wall. By this lean-to arrangement the cooking smells were much eliminated from the dining-room, and the bountiful supply of light on both sides of his stove and long tables was indeed appreciated by the cook. The shelving, too, was very compact and accessible.

The tables, 4, 5 or 6 in number, are built sawhorse, crossleg fashion, topped with rough lumber and long enough to accommodate 10 or 12 men to the side. A covering of table oil cloth is always used. A long bench on each side serves as chairs.

The Sleeping Quarters of the Men

The bunk house or sleeping camps are built exactly like the cookery. Inside completely down each side and across one end of the wall is a double row (upper and lower) of bunks. Each bunk accommodates two men and is about 4 x 7 feet over all. Nowadays, according to law, they are built end to end or side to the wall and not headed to the wall, or nuzzle-loading and thus space saving as of yore. The bunks are built of pole framework, and finished with lumber. The balance or centre of the building is the common room with a row of benches beside the bunks. A large box stove occupies the centre surmounted by cloth drying devices. A grindstone or two may also find place on the floor, so that the men may tune up for the morrow, if not too deeply engrossed in a game of "snap" stakes or a quid of MacDonald's.

Several camps have lately installed modern, sanitary double deck steel constructed beds equipped with spring mattresses. These have replaced the bunks of former days.

The blacksmith shop is a rough building well lighted, often heated by box stove, as well as forges. This combines an iron and wood-work shop. A "handy" shop, indeed, it is for much new work besides all necessary repairs are executed here.

Bunk houses are almost invariably of the following sizes: 36 x

30 x 9 feet, to accommodate 48 men. This allows a per capita air space of 280 cubic feet. The following is a brief summary of the most important regulations of the Ontario Board of Health as approved in 1912, applying to lumber and mining camps.

The Provincial Board of Health must be notified annually of camps operating.

A physician must be engaged to supervise and inspect at least once a month sanitary conditions.

A physician must be employed to give medical attendance to employees; or the employer may personally bear the responsibility. If physician is employed, the maximum charge to each employee shall be one dollar.

Hospital accommodation must be furnished for employees.

Buildings must be located with due regard to healthfulness and subject to approval of inspector.

All bunks must be constructed parallel to the wall, and must be at least one foot from the floor.

Every camp must have 600 cubic feet per capita air space, and provided with sufficient means of ventilation. Floors must be right and raised one foot from the ground.

A convenient wash-house, laundry and bathroom shall be furnished.

Refuse must be collected and regularly removed.

Latrines must be constructed and maintained in a condition satisfactory to the inspector.

Stables must be so located as not to contaminate the water supply and at least 125 feet from any dwelling.

Board may enforce regulations at expense of the employer.

Since the operation of getting out logs is divided into two distinct phases, as indicated above, i.e., cutting and skidding and later on hauling, the force is split up to suit the work. During the first part of the season no hauling is done, and the men are all employed in getting the logs on to the skidways.

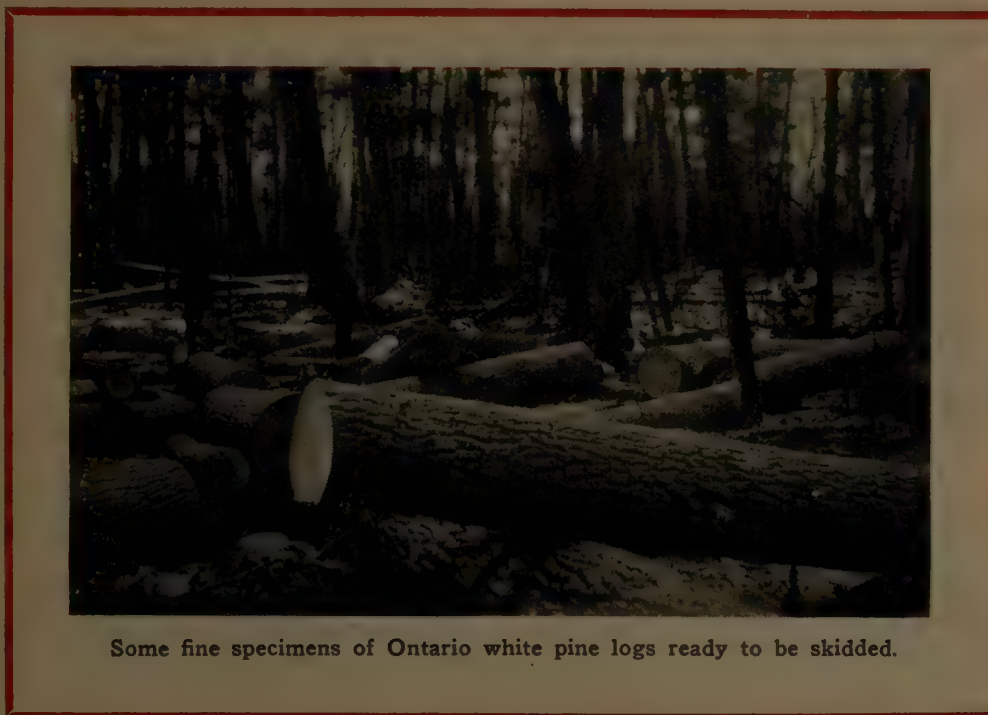
The clerk has charge of all camp accounts and handles the van or store. He keeps the men's time and runs charge accounts for each man in the camp. Requisitions are sent out each week or so for each man in the camp. Requisitions are sent out each week or so for special supplies and the clerk checks off all incoming supplies, and sees them put into the storehouse. Every week or so he takes an inventory of all goods in camp

and submits it to headquarters. He makes out time checks, which both he and the foreman sign, and which are cashed either at the main office or are negotiable at some centre. No men are paid off without the foreman's consent and he—the foreman—decides all wages which are to be paid. Some times the clerk acts as a helper for the scaler, if an assistant scaler is not provided. Outside of this he does no woods work at all. His service though may be utilized for more than one camp, and in this case he spends half time in each camp.

In the most up-to-date camps which have a good system of book-keeping weekly and monthly reports have to be made out, both for supplies on hand, wanted or consumed, and the number of logs cut, skidded, hauled and their board feet contents.

The blacksmith shop for a hundred-man camp is rather an up-to-date affair. Here the blacksmith and handy man make many of the tools necessary for the various operations, including sleighs, sprinklers, wedge snowplows and axe handles, cant hooks, peevies, pike poles, tongs, hooks, cleavices, wedges, etc. These, however, are usually made in spare time, for shoeing and repair work is their first duty. Horses must be kept well and properly shod with dull or sharp calks as the case requires. Chains and rigging of all descriptions are continually coming in for repair.

It depends how many horses are in camp whether a barn-boss is necessary or not. Each teamster is supposed to look after his own team and keep them in good condition, but when the number of teams increases a barn-boss becomes essential. His duties consist in supervising all feed supplies and their utilization. Cleaning stables, tend-



Some fine specimens of Ontario white pine logs ready to be skidded.

ing sick horses, and treating their wounds and generally keeping an eye on the care each teamster gives his team. He, it is to whom the foreman looks for the care of all the teams and the close utilization of the supply of oats and hay.

The Commander of the Commissariat

Next to the foreman the most influential man in camp is the cook. The cook can make or break the camp if allowed to do so. Men may grumble at early hours, hard work, unpleasant tasks and heartily curse the boss, but when it comes to poor grub they don't kick very much; they quit. And every good man who quits in the middle of the season is so much lost to the company. Georgian Bay lumber camps are not as a whole so much bothered with that time-tried institution, i.e. three gangs, one working, one coming and one going, although it is prevalent everywhere to some extent. Much of the credit is due to the genius of the cooks. A good cook can save nearly his whole salary out of the scraps, if he is ingenious enough. The lavishness of the board provided in an Ontario lumber camp is proverbial and indeed, is one of the inducements held out to the lumberjack to stay at the work.

The cookees are cook's helpers and are usually young, lightly built fellows who are not strong enough for log rolling. They wash dishes, set tables and prepare lunches for the men at dinner time. Their work is unskilled and, therefore, they are paid on the lowest scale in the camp.

The choreboy, or bull cook as he is called, is also an unskilled laborer. He makes the fires in bunkhouses and procures wood and water. His duties, although simple are arduous.

The filer keeps the saws in trim. His work is more or less skilled. Saws require sharpening, setting and gauging. His procedure is as follows: He sharpens one spare saw and with this he proceeds to the bush where the cutting gang are operating. He takes their saw and gives them his spare one. Then he proceeds to sharpen this saw on the spot, supporting the saw in sawed notches in two saplings about 45 feet apart. If the saw needs special adjustment, such as gumming, he may take it to the camp with him or have that particular gang bring it to camp at night and leave it with him.

Operating Gangs and What They Do

The instruction for log-making to operating gangs are generally as follows:

Species	Smallest Top Diameter	Log Lengths Desired	Remarks
White pine	7 in.	15-12 ft.	Not more than 10 %
Red pine	8 in.	18-16-12 ft.	12 ft. As many 18 as possible, 12 only when necessary.
Spruce	6 in.	16-12 ft.	

All stumps to be cut as low as possible.

Allowance for brooming must not be less than 4 inches on any log.

These instructions are transmitted by the foreman to the "fitter" or head of the saw crew. He follows them as closely as he can, but it is left to his own judgment to divide the tree as advantageously as possible. But as the ends of the logs are liable to be much broomed in the drive, and therefore, must be trimmed at the mill, it is imperative that the foreging brooming allowance be not neglected. The following considerations guide the fitter in determining the length of the logs:

Length most desired.

Straightness of bole.

Defects (disease or injury).

Close utilization—tops as small as can be utilized.

The saw crew consists of either two or three men. Two men can do the work, but as there is considerable axe work and measuring, a third man should be provided and the three-man gang is recognized as the most efficient in any up-to-date camp. The third man is the boss of the gang and is called notcher, maker, measurer or fitter. He makes the undercut, measures the logs with an 8 ft 4 inch, or an 8 foot 3 inch stick, and makes the top cut.

He plans the direction of fall of the tree and keeps a tally of logs and their lengths, and cut during the day.

The other two men handle the saw. The operation as carried out is as follows: first, the fitter makes a deep notch, called the undercut, in the side of the tree towards which it is intended to fell it. This notch is 6 to 8 inches deep, depending on the size of tree and is slightly lower than the point on the opposite side of the tree at which the sawyers begin cutting. The sawyers then start sawing, inclining the saw somewhat downwards toward the notch. If the saw starts to bind, wedges are driven in behind the saw with a maul for the purpose. These wedges are often made in camp and two are carried wired together. When nearly sawed through the saw kerf should start to widen and the tree to fall, but if it is standing so perpendicu-

lar that it will not fall itself, the wedges are driven in farther and it is wedged over.

The signal of the long drawn, sonorous cry T-I-M-B-E-R is the warning to everyone within earshot that a tree is about to fall. This is followed by an ominous crack, an accelerating swish of needles through the frosty air and then the crash of breaking branches and smaller trees, and finally the thunderous impact of the tree on the ground.

Meanwhile the fitter has been notching another tree. This the sawyers begin to cut down while the fitter measures off log lengths with his 8 foot, 4 inch stick, keeping in mind the requirements as stated. He then limbs sufficiently to allow the sawyers to work and make the top cut. By this time the next tree is down and the sawyers begin bucking the first tree into logs.

The Duration of the Cutting Season

Cutting lasts from beginning of the season, September 15th, until about January 1st. A crew of three men may handle as many as 225 logs per day, in exceptional circumstances, but this score is never turned in as such. A bank is kept by the fitter who knows from experience how many logs a crew can be expected to make in a day on the average in the class of timber in which the operation is carried on, so the good days and the bad days are averaged together and he turns in 100 or 125 as the tally each night to the foreman.

Since the number of logs per M varies very greatly in different localities and the scattered or bunched nature of the timber predicates the number cut by any saw crew, the cost per M varies greatly.

The operation known generally under the name of skidding consists really of three operations, which are carried on simultaneously. The skidways are located, cleared and prepared earlier in the fall. Skidways are roughly located when the foreman lays out the roads, for the road location depends to a large extent on their position.

In deciding whether one or two skidways are to serve the purpose, the foreman must consider cost of clearing a skidway; cost of road to second skidway, but increased efficiency in transporting logs; extra cost in skidding all logs to one skidway.

In building each skidway the foreman must decide about how many logs it is to hold and how high it is advisable to deck them, i.e. height vs. length. In many instances this point is almost decided for him by the lay of the ground. The correct place to put a skidway is on the upperside of the road if the road is located along a hill or on either side of a narrow valley. The ground should slope toward the road. As it must be cleared of brush, he tries to select a place which is as clear as possible.

In practice, building of skidways is often left to the road gang and foreman, but if a special gang is doing this, three men; teamster and team can construct from two to four skidways a day holding anywhere from 50 to 500 logs, although, where the latter figure is reached, the construction will take considerably longer.

The Construction of the Skidways

When sufficient space is cleared, a large log is out and placed parallel and close to the edge of the road. Next, two or three strong skids, small trees in fact, are laid at right angles to this, with one end resting on the log and flush with its outer surface, and the other end on the ground. Notches are cut in the upper surface of the face log to hold the skids in position. Then the three are levelled by cutting off the other end or letting them into the ground so that a log when placed on the skidway will rest equally on all three skids. If only two skids are used, they must be on the same level. If the skids are long and the supporting surfaces too far apart a smaller cross log is placed under them half way down. Materials used is usually whatever comes handiest, except merchantable logs. Neither an average number of logs per skidway nor an average cost of building them can be given, as the variation is too great.

The skidding crew consists of the following men: Swampers 4-5, teamsters and teams, snaking 2, decking 1, sender 1, decker 1, boss of the skidding crew.

The swampers who work in pairs start at the skidway and clear a snaking trail to the nearest logs. These they limb up. The top is left lying as it is, if it is not in the road of the skidding. Then the teamster comes along with his team. Where the bush is dense he may unhitch the traces of one horse to allow the double trees to drag more freely. Arrived at the piece to be snaked out, he turns his horses round in position. Attached to the centre of the double tree is a grab hook and swivel. A chain, 8 to 10 feet long, with a slip hook on the end, is passed underneath the log about a foot or so from the end, and hooked around the chain. He tries to so arrange this connection that the horses will lift the log up and so prevent it from running its nose into the ground. He then drags it along the snaking road to the skidway. Snaking roads should not be more than

150 yards long. For large logs a better and more general method is to use the tongs instead of chain.

Arrived at the skidway the team is stopped, so that the log is parallel to the other logs on the skidway, or at right angles to the skids. Here the teamster leaves it to return for another log.

All logs are stamped before placing them on the skidway. The stamping hammer has the company's mark, in raised letters, on both ends. Both ends of the logs are stamped three or four times near the periphery, so that when floating in the water they may be easily recognized.

The Elevation of Logs on the Skids

The log is rolled by the ground man with his cant hook on the skidway. This is all that happens for the first tier or so of logs. But later, as logs have to be raised above the ground on the upper side of the skidway, the top skidder and decking team come into play. Two short skids are placed in a leaning position against the upper logs of the skidway. Up these skids to the top of the pile the log has to be rolled. Where only one tier is in place the two men, with cant hooks may be able to do the trick, but as the tiers increase the decking line is used. Two blocks and a gin pole are used. This gin pole, which is a straight pole 10 to 12 feet long, is fastened by chains to one side of the skidway against the log ends, or is placed at the other end or front of the skidway, depending on where best the team can get a straight haul of 75 to 100 feet. A block is then rigged at top and bottom. The line is passed through the first block at the bottom, then through the top block over the pile, over the top and around underneath the log to be decked, then back to some place on the top of the pile, where a sharp dog-hook, which is fastened to its end is driven into one log already on the skidway.

The horses are then hitched to the end of the chain and pull on the line. The log, caught in the bight of the line, is drawn up the skids and on to the top. When it passes the place where the dog is fastened, this dog pulls out and the log is left in this position.

The operation as carried out is not as simple as a mere description would lead one to expect. The roller up has to judge to a nicety where the centre of gravity of the log should be, so that it will roll evenly up the skids, and has to help or hinder either end as it ascends. The decker, who is skidding boss, is the most experienced man in the outfit. There is considerable danger if he is not quick and sure in his actions, that he may get caught and injured. He has to plan where he is going to place each log and set the log hook accordingly. Lastly, the teamster must drive slowly and carefully so that he can stop at any moment at a signal from the decker.

The Method of Scaling Logs

Between Christmas and New Year's the number of men is generally much reduced. The men have spent three months or more in

camp, and so many of them leave for home for a short holiday. Most of the skidding is finished by this time, but it is continued well into January if the snow does not get too deep.

Just as soon as sufficient snow and frost make it possible, about New Year's, preparations begin for the sleigh haul. But even before this time some hauling may be done by means of sloops. In this operation one end of the log is elevated on a bunk of a single sled. The other end trails on the ground. This is merely an expedient to keep teams busy, which are not otherwise employed. It is not a very efficient method except where the haul is only a short distance. It is never employed where the haul is over one-half mile. It is particularly suitable where there is a short steep slope to the landing. No iced roads are necessary or could be maintained with the heavy ends of the logs trailing on the ground and breaking up the road surface. Again, it may be used in the spring after hauling is over and before the break-up. On a rough, short haul even chaining may be resorted to, i.e., logs dragged to dump by the same method as to the skidway.

The Loading and Hauling of Logs

All scaling is done by a man who has passed the "cullers" examination. Some times in the smaller camps he may be the clerk as well. But in the larger organizations the company employs a scaler, who does the work for two or three camps. As most logs are scaled on the skidways and only rarely at the dump, he must be in camp before and while hauling is going on. He must have an assistant, either temporary or permanent, and for this purpose he often employs the clerk of the camp. The scaler finds out from the foreman the location of each completed skidway and the number of logs supposed to be on each. Then, if possible, before these become covered with snow he proceeds to scale them. His outfit consists of the following tools: Crayons, 2 log rules (Doyle), tally boards, ladder, 8 feet (some times carried for big skidways).

The tally board is made in the shape of a square paddle with a handle and is made of some such soft wood, and white as basswood. This can be cleaned each day by sandpapering. He rules it freshly with vertical and horizontal lines, so that he can show both diameter and length of each log, or he may rule it to show the number of board feet directly in each log as read from the long rule,

The scaler takes his stand on one side of the skidway and places his assistant, who has another rule, on the other side. To make sure that both the scaler and his assistant are measuring the same log at once, each scaler has a method of his own of working over the whole face in a systematic manner. Any defects noted by the assistant are called out and the scaler, judged by inspection of his end, knows how much to be deducted from the total scale of the log or whether it is to be marked "cull" altogether. This is done with an "X" or other mark in blue chalk. To keep track of the lengths of



Logging in the Georgian Bay district—piling the logs on the bank of the stream ready for the spring drive

the logs each man compares it with the last log scaled, the assistant calling out to the scaler how far its end protrudes or is short of the last log.

Very few scalers use a defect table. The use of a common defect table by all scalers would establish more uniformity in the various districts. Lacking this, the scaler has to depend on his judgment. With the large companies, however, the scaler is usually employed in the mill in summer and is therefore able to tell very closely by observation how much must be deducted for crook or the various defect of injury, rot, shake, etc.

The Doyle rule is inaccurate for very large or small logs and it is rather peculiar that some better means of measuring has not been adopted. The lumber companies look for a certain over run at the mill with logs up to 24 inches. Thus, in one big mill the expected over run is 25 per cent. Very large logs do not cut their full scale, but this is very often remedied by the amount of "cull" many

large logs having some defect, such as heart rot, for which a big cull in the total scale is made.

The total number of logs and scale of each skidway is kept separate. Often the scaler marks the number of logs in the skidway on a convenient tree nearby. His scale is checked by government scalers, who visit the camp once a season and are supposed to check 25 per cent. of the logs. Many scalers complain that the check is not fair, as the government scalers only check the lower large logs on the skidway and their computation is too high.

The cost of scaling runs from 2 to 4 cents per M. board feet. Each scaler can scale 1,000 to 1,500 logs per day, although as many as 3,000 logs have been reported scaled. Seventy-five thousand to one hundred and twenty thousand logs per season for each scaler is about the average. Each scaler makes out and signs a report to the crown timber agent of the district, and this is submitted to the Department of Lands, Forests and Mines.

The Loggers Stand Back of the Exporters *As Long as the Forests Remain the Manufacturers Will Never be Short of Raw Material in the Form Best Suited to their Requirements*

By N. S. Lougheed, Port Haney, B. C., President of the B. C. Loggers' Association

Where do the loggers of British Columbia stand, particularly in relation to the export trade; what will our forests provide and after converting them into lumber how are we going to get our product into foreign markets?

So much has been said and so much written about our different kinds of timber it is probable that this field will be covered to the entire satisfaction of your readers. All those interested in our trade know the strength and dimensions of our Douglas fir; the durability of our cedar and the wonderful trade it has built for us in shingles and siding; how the war promoted our Sitka spruce from partial obscurity and the box trade to first place on the honor roll of woods, which on account of its strength, flexibility and lightness, when manufactured into wings, made our aeroplanes the fastest and best in the world; how the pulp industry has thrived on our hemlock, and lastly of our principal woods. How we have hidden away among our forests large tracts of yellow cedar, not yet to any extent introduced commercially, but on account of its strength and durability when known, will certainly find a ready market in the boat and aeroplane industries. This wood carries a rich cedar odor and, when made up into boxes or shelving for the storing of furs or woollen, insures against their destruction by moths or other vermin. Of our species I will say no more.

Regarding the extent of our holdings, British Columbia is as rich in timber lands as any country in the world. We have yet great stretches and in many cases unrecorded bodies of timber. Our operations so far have taken us only a few miles from, or are on the shore line itself.

The Necessity of An Assembling Dock

With all this in our favor it would appear we should be leading exporters; that we are not is explained by several reasons. First, to get to the Eastern market and to Europe we are in the wrong place, geographically in an outer corner of the Empire. We have not, so far, been able to successfully compete with more advantageously placed exporters that are closer and better equipped for this trade. On the Pacific we can hold our own and here our brightest prospect for the future appears to be, but again we are hardly ready. Outside of a few of our largest mills who enjoy the advantage of their own docks, we have not yet an assembling dock in any of our harbors that will let inland mills or those without shipping facilities into the business properly. Should a large volume of trade (now while we are talking of foreign reconstruction) suddenly present itself we might find ourselves hard pressed for a time to bring our total energy into action. I do not say that want of common harbor facilities rests entirely with the lumbermen; it is rather the result of an indifferent policy on the part of our federal authorities, who nearly as far away as our markets, for thirty years, appear to have been unable to see over the Rocky Mountains and properly understand where we are or our requirements.

The relation of the British Columbia logger to the lumbermen, his trade and troubles, is rather unique. Tucked away in a corner of



N. S. Lougheed, Port Haney, B. C.

the trade by himself, usually too busy to go out and gossip with his neighbors, consequently not often heard from, but in the final analysis he is one of the great factors and perhaps the most picturesque member of the whole family.

No matter where your trade may be, at home or foreign, the logger is the inception of it because whether it is whole trees for ship construction, or spruce for aeroplanes, he first of all must go into the forests and get it. They say that when the Allies were in dire need of spruce out of which to build aeroplanes in numbers necessary to beat down our enemies' air resistance, British Columbia produced more than all of the United States. That we did so was entirely a loggers' victory, notwithstanding the distance we had to go or the difficulties to overcome in doing so.

The Enviably Record of the Logger

From our achievements of to-day the logger more than any man can look back over a long and honorable record. We have always extended a helping hand to forward the progress of civilization. Those of us who know our Bible, must feel with Noah his honest pride, that when an ark was needed to save the race, he was able to send out his hewers and fallers, who probably yelled "Timber" to clear the way (or something meaning the same) for when their trees left the stump they hit the ground just as they are doing at this minute all along our Western Coast. Our very existence is proof of his success; or of how the boys were sent down to the forests of Lebanon to get cedar to make a Temple. But why say more. I only want to establish conclusively, speaking for the loggers of British Columbia or wherever the tribe may be, that the manufacturer need never worry about material enough to meet any demand in any market, for as long as our forests remain he will never be short of logs.

Unfortunately, the logger—no matter how enterprising he may be—cannot seek a foreign market for his product. The manufacturer is the only one who can offer lumber for sale, and the logger is obliged to depend upon his sawmill friend to secure the foreign sale. After the manufacturer secures the business the logger furnishes the raw material in the form best suited to the requirements of the order.

The John Carew Lumber Co., of Lindsay, Ont., report that their timber operations for the past year have been the most extensive they have ever had. The firm have a large stock to cut, and the prospects are very good. They believe that prices for lumber will hold firm for the coming season at any rate.

Lieut.-Colonel Frank J. Carew, son of John Carew, president of the company, is still in England, but is expected home in the course of a few weeks. He has been given charge of a number of districts to wind up everything, and his work is practically completed. His brother, Lieutenant Arthur Carew is also still in England, attached to the Imperial army with the Royal Garrison artillery. He is expected home shortly.

Practical Talk on the Western Export Business

Need of Foreign Trade, Its Accruing Benefits and Means to Secure it—Difficulties to be Overcome and How Government Support May be Rendered

By Geo. R. Elliott, Genoa Bay, B.C.

Looking at the lumber business as it is on the Pacific coast, it is very apparent that the export trade has been badly handled and seriously neglected. The attitude of mills not fitted by location or otherwise to handle export business, has not only been apathetic, but in many instances antagonistic, especially if any steps were contemplated calling for the expenditure of time, energy or money. The attitude of mills fitted for export has been this, when rail and domestic trade was virile, they turned down export; when rail and domestic trade was weak, they tried to secure export. This naturally gave a poor and erratic service to prospective export buyers, and British Columbia connection suffered accordingly.

The subject of the export trade readily lends itself to divisions under the following headings:

- The need of export trade.
- Benefits accruing from export trade.
- Means of securing export trade.
- Difficulties in supplying and objections to export trade.
- Government assistance in securing and holding export trade.

The export demand normally has no set seasons or artificial boundaries; it is a continual demand. Prices for export are not affected by our local conditions. The demand for export is capable of vast extension. Our domestic and local trade demand, fluctuates according to weather conditions, crop conditions, labor conditions and conditions of our domestic financial market. This creates periods of high prices and great activity followed by periods of acute depression. Periods of depression in the local and domestic lumber market therefore occur at the same time and other industries are depressed. Export demand not being affected by local conditions of weather, labor or finances, is clearly to be desired in a sufficient quantity so that the lumber business in times of local depression, in place of adding its quota to the general commercial sadness, will have a stimulating effect, reacting on trade generally, and shortening such periods of general depression. Inter-provincial and local trading in lumber is simply living off ourselves, putting our timber resources down our own throats or on our own backs, and does not help us nationally. Export trading brings in foreign money, adding to the finances and wealth of the nation.

The export trade has a stabilizing effect, both to prices and to labor conditions, in the lumber business. The creation of a demand for shipping to carry lumber from our ports, creates a demand for cargoes to our ports, giving us lower freight rates on many commodities we now import. General business always follows the line of least resistance; overseas business is no exception and follows the well defined trade routes of the world and only goes to the side routes under pressure. A goodly amount of export lumber shipments creates automatically a trade route to our Canadian ports and general business is bound to accrue.

Under present conditions we find that mills at times are cutting largely on export until such a time as domestic and local prices are more attractive. Then they stop export and turn to the other, resulting throwing on the market without warning a vast cutting capacity, the results invariably being that domestic and local demand is quickly filled, prices shattered and all manufacturers suffer. It is, therefore, to the interest of all mills, whether applicable to export or not, that a large volume of export trade be secured and maintained by those capable of handling same.

Some Necessities of the Situation

The foreign buyers as a rule have been used to dealing through brokers or agents and the idea of dealing direct with the manufacturer does not appeal very strongly to them.

All of the negotiations are done by cable. Prices are delivered (C.I.F.) Consequently, to handle a large export demand from different markets of the world, the seller must have a large cutting capacity behind his quotations, must have connections in the different markets

of the world, and in order to secure tonnage to carry his lumber cargoes, must be in a position to offer vessel owners return freights for their vessels. When we consider that China, Australia, West Coast of South America, South Africa and United Kingdom are all heavy importers of Pacific Coast woods, that a connection once formed has to have its demands filled irrespective of local conditions existing at the cutting mill, one can realize that the security of export trade in adequate quantity and of a steady flow is not possible by the individual effort of any one mill.

What Proper Selling Agency Can Do

As to British Columbia's export trade, I am firmly convinced that there will be no well developed or sustained foreign business until the major number of export cutting mills combine their outputs and place their sales through one common sales agency so that foreign buyers can be assured.

That their requirements will be filled at any and all times.

That the same prices will be given them as are ruling with our competitors in Washington and Oregon. That the same conditions as to loading, and despatch, etc., will apply to cargoes from British Columbia as from Washington and Oregon.

Such a selling agency having a large cutting capacity behind it can form connections in all the principal markets of the world, giving assurance that their clients' requirements will be taken care of promptly, that uniform grades will be shipped at all times and of greatest importance will be able to quote delivered prices—C.I.F., to all markets. These are most important considerations to which we must give serious attention.

Difficulties now appearing in the filling of export orders by individual effort, are that the demand fluctuates largely. For instance, firms in South Africa, Australia, China, or England may all want cargoes for approximately the same loading dates. The assortments may be hard to supply, for instance, a big run of United Kingdom business calling for large sizes and long lengths giving no outlet for side timber. Tonnage requirements are hard to secure. More and more the larger sized tramp steamer, carrying from 3,000,000 to 4,500,000 feet, is being used for lumber, asking at least 250,000 feet daily despatch loading.

These difficulties can largely be overcome by co-operation and one central selling agency whereby; A large volume of business can be taken care of by apportionment to different mills. Large vessels can be loaded at two or three adjacent mills. Assortments can be so placed that a mill having just cut a cargo of large sizes and having an accumulation of side lumber will secure an order for smaller sizes and short lengths. For instance, a United Kingdom or South African cargo would be followed by a China or West Coast of South America cargo.

How Government Can Render Assistance

Government assistance can be given:

By the establishment and maintenance of a central selling agency.

By the education of foreign buyers as to the adaptability and uses of our lumber so that a better assortment of sizes and lengths will be ordered.

The reduction of port charges, fees, etc., on vessels entering our ports for cargoes.

The cementing of that feeling created by the war, so that Canada can realize in trade in return for the work done by our boys in France.

Advertising Canadian woods through trade commissioners' offices, by moving pictures, trade exhibits, etc.

Equalization of rates of exchange.

Supplying necessary tonnage to handle export trade.

I would suggest that a Sales Corporation be formed for the purpose of extending the export trade of lumber and forest products, and handling exclusively the output of B. C. mills.

The agency to be incorporated by a special act of the B. C. legis-



George R. Elliott,
Genoa Bay, B.C.

lature, and have powers conferred upon it to carry on a general brokerage and commission business, buying, selling and dealing in forest products and general merchandise—chartering and leasing of vessels, freight spaces and other forms of transportation—the dealing in and handling of drafts, bills of exchange, shipping documents, etc.

Stock holders to consist of saw mill companies or owners who agree to furnish the agency a specified amount of lumber or forest products per month, on orders substituted by the agency. The amount of stock issued to each mill to be in proportion to the amount of lumber such company obligates itself to supply per month.

Board of management to consist of directors elected by the stock holders in conjunction with directors appointed by the Government of B. C.

Each mill to subscribe and pay into the treasury of the agency an amount equivalent to \$1,000 for each 100 M. feet of lumber it agrees to supply monthly.

The Government of B. C. to guarantee the agency and thus enable it to make suitable financial arrangements for carrying on business. The government also to turn over the agency all enquiries or orders for lumber received by or through their various departments and trade commissioners.

The amounts subscribed by mills to be used in creating a sinking fund

- (a) to protect government guarantee
- (b) to enforce penalty clauses in agreements between mills and agency.

How Agency Could Be Operated

The agency to be operated in the manner of a usual commercial corporation, under a board of directors with a general manager, who will have full powers conferred upon them to enable them to carry on general business without referring to stock holders.

The agency to handle all transactions in the usual commercial manner, ensuring a fair profit to the agency, profits so made, after all expenses have been met to be

- (a) divided amongst stock holders on basis of stock held
- (b) held as working capital
- (c) expended in measures for the extension of the market for forest products.

as decided from time to time by the Board of Directors.

A general form of agreement to be drawn up and signed by all mills participating, showing amount mills agree to furnish per month, manner, ensuring a fair profit to the agency, profits so made, after all to be supplied by the agency, and all general terms covering the buying and selling of forest products as between the agency and mill. This agreement to carry a penalty clause and to be supported by a bond or other security ensuring the fulfillment of terms of agreement.

A definite agreement of sale and purchase to be drawn up and signed by the agency and mill covering each sale and purchase, embodying conditions of such sale and purchase.

The Government of B. C. to have access to the books, etc., of the agency. The accounts of the agency to be audited from time to time by an auditor appointed by the government.

An appointee of the government to act as arbitrator in the event of any dispute arising in the conduction of the business of the agency—between the stock holders and the board of directors, between the manager and the board of directors.

The government to confer the power on the agency of advertising itself as the official sales agency for the mills of the Province of British Columbia.

The Government of B. C. at all times to use every effort to secure assistance from the Federal Government to the work of the agency, by supplying the agency with confidential reports from the different trade commissioners of the Federal Government, or in any other manner.

Wooden Ships Are Losing Favor

Wooden ships were widely acclaimed during the submarine crisis as a practical, as well as picturesque, solution of the shipping problem confronting the Allies. A number of these ships were built in Canada, where timber was more easily obtained than steel, and on the whole are believed to have been a successful experiment. This has not been the case in the United States, where the wooden ships in some cases were even lost at sea. As a sequel, we now have the sale a day or two ago of 15 wooden ships by the United States Shipping Board at an average price of \$145 per deadweight ton. It is estimated that at this price the ships brought about \$20 per ton less than actual cost. Twenty-five additional wooden vessels are offered for sale on May 5th. The wooden ships have proved a white elephant on the hands of the United States Shipping Board, and officials at Washington express satisfaction that they are able to dispose of them. Their seaworthiness is in question, and the insurance rates upon them have been much higher than on steel ships.

Marine Insurance on Lumber

Forest Products Shipments Usually Protected by
"Free of Particular Average" Clause

By F. C. Thompson, Toronto

Regular lumber exporters usually have Open Policies of Marine Insurance which cover them on all their shipments for export. The rates of premium on these policies are fixed from time to time and vary according to the seaboard port of shipment, and the class of the line of steamers on which the goods are shipped. These policies insure the shipments from the time of leaving interior point of shipment and cover fire, derailment or collision on railroad, also fire risk while awaiting shipment, and for a period after discharge at port of destination. This period varies from 72 hours to 7 days, according to arrangement with underwriters, and the requirements of buyers; when insuring manufactured goods it is possible to cover them "from warehouse to warehouse" or "until delivered to the warehouse of consignee."

It is usual for the agent who places the insurance to issue certificates of insurance bearing the open policy number, and these certificates are taken out for each specific shipment, as the same goes forward from point of shipment. The certificates are issued in duplicate, triplicate or quadruplicate, as may be necessary, in order to attach a copy to each bill of exchange which is issued. In pre-war times it was deemed to be sufficient to issue a first and second of exchange, but at present some buyers are requesting triplicates and quadruplicates. It is also customary in the case of large and regular shippers whose offices may be at some distance from the agent who places the insurance, to receive blank forms of certificates, which they issue and sign in their own offices, sending a copy to the agent immediately after they issue the certificates. Such shippers have running monthly accounts with the insurance agent and this arrangement is found to be of great convenience to exporters.

The Conditions Governing Lumber

Lumber shipments are usually insured subject to F.P.A. conditions. That is to say, the strictly marine part of the insurance is governed by a clause which reads as follows:—

"Free of particular average unless the vessel or craft be stranded, sunk, on fire, or in collision."

To most people this clause, although briefly worded, is difficult to understand, but in effect it means, that the insurance company are not liable for any claim unless the steamer is stranded, sunk, on fire, or in collision. Sometimes an addition is made to this clause by including, 3 per cent., 5 per cent. or 10 per cent. average, as follows:—

"Free of particular average unless amounting to per cent. or the vessel be stranded, sunk, on fire, or in collision."

This means that any damage from marine perils is covered if it amounts to the stipulated percentage, even should the vessel be stranded, sunk, on fire, or in collision. An additional premium is generally charged for insurance with average, and this premium will vary according to the amount of the percentage. For instance, three per cent. average will command a higher rate of premium than five per cent.

For the past two years the railroads have discontinued issuing Through Bills of Lading, but it is expected that these will soon be resumed; if so it will greatly facilitate the transacting of business in connection with exporting and particularly marine insurance. At present it is necessary to send the local railroad receipts to the steamship agents at the seaboard and the Ocean Bills of Lading are not issued until the property is actually on board the steamers. The Bills of Lading are then sent back to shippers and by the time they go through the banks and reach the buyers abroad the shipments are usually at their destination and sometimes accumulating storage rent.

When Through Bills of Lading are resumed it will be possible to simply take out through export Bill of Lading from the railroad agent at point of shipment in interior which will carry the goods right through to destination. Shippers can then make up their invoices, issue drafts, attach insurance certificates to same and get their money at once instead of waiting, sometimes for several weeks, as they have to do under existing conditions.

The foregoing remarks have no bearing whatever upon war risks insurance, which is something entirely separate and distinct from marine insurance, and must also be arranged separately. Happily, war risks insurance will soon be a thing of the past, but until peace is declared it will be necessary to insure against war risks, particularly on shipments to United Kingdom and European ports. There is still considerable risk from drifting mines and derelict torpedoes, etc., and this condition may exist for some time after peace is declared. It is likely, however, that this risk will soon be absorbed in the ordinary marine policies.

British Columbia Export Trade Reviewed

The Various Markets Open for Coast Products and What the Province Can Supply

—Effect of War on the Rise and Fall of Trade with Different Countries

By H. R. MacMillan, Vancouver, B. C.



H. R. MacMillan, Vancouver, B.C.

The first thought of every newcomer to the Pacific Coast upon viewing the immense stands of timber has been that here must be the region to which all the world will inevitably turn for timber. This conviction has been the deciding factor in leading many investors to acquire British Columbia stumpage. The comparatively small volume of the lumber exports from the mills on the western coast of Canada and the slow growth of the export trade have been the cause of much disappointment.

Renewed interest has, however, been awakened by the universal talk of trade renewal to be expected after the war, when devastated lands will be rebuilt and development operations will again be undertaken in those countries where high freights, high interest rates

and high labor costs checked or delayed building operations throughout the war.

This after-the-war revival in the lumber export trade has not yet met the expectation of many of the anticipators. The shortage of lumber—markets dependent upon the Pacific Coast—has been over estimated. The actual shortage, so far as Pacific Coast lumber is concerned, is shown in the following tabular statement:

Chief regions of export of B. C. Lumber	Total exports from Pacific Coast, 1914	Average exports from Pacific Coast, 1915-18	Accumulated deficit 1915-18 compared with 1914 exports
Oceanica..	205,727	97,190	434,148
Asia..	149,467	71,199	313,072
Central South America ..	92,818	98,130	
*U. S. protected markets ..	76,307	93,327	
Europe ..	34,930	74,525	
United States Atlantic Coast ..	34,172	22,490	
Africa ..	12,566	10,896	6,680
Total ..	605,987	467,757	753,900

*(Hawaiian Islands, Philippines, Panama, Alaska, Cuba, in which United States exporters enjoy tariff and shipping advantages).

Why Export Business Will Increase

The above statement shows that during the four years of war about three quarters of a billion feet less lumber were shipped to Oceanica, Asia and Africa than would have been shipped if trade had been maintained at the same volume through 1915, 1916, 1917, and 1918, as was established in 1914, the last normal year. As the countries named have practically no sources of supply from which they could secure timber to take the place of the diminished supplies from the Pacific Coast it may be taken for granted that as financial and labor conditions become more encouraging for building and development operations and freight rates decrease, the annual importations of lumber from the Pacific Coast will increase until the deficit in building and the deficit in stocks have been met. The delay which is being shown by buyers in those countries is disappointing to some, but was to be expected. Purchases are being held off until freight rates are established at whatever may appear to be the new normal. So long as freights show a tendency to drop buyers will remain aloof.

It will be noted from the above table that certain export markets actually secured more lumber from the Pacific Coast during the war than in the best year before the war, chief amongst these being Central and South America, the American colonial markets and Europe. These are the regions where war industries required the use of larger quantities of timber regardless of the cost. The probability is that importations to these countries were only to meet actual pressing requirements, that stocks are still abnormally low and that

exports to these countries also will, for the next two or three years, exceed the pre-war average.

The decrease in export lumber shipments has been continuous throughout the war, each year the trade being a little worse than in the previous year. The effect of the serious shrinkage in export shipments was not keenly felt on account of the great necessities of the wooden shipbuilding industry and the other active domestic demands.

Shipments Made During the War

The comparative shipments for each year, 1914-1918, are shown in the appended statement:

Comparative shipments from British Columbia and United States Pacific Coast, excluding only shipments to California

	1916		1917		1918		Inc. '18 over '14
	M. Ft. B.M.	%	M. Ft. B.M.	%	M. Ft. B.M.	%	
British Columbia	43,243	9.9	42,474	10.1	113,069	29.2	+ 204.
Washington, Ore.	395,430	90.1	376,330	89.9	274,177	70.8	- 51.
	438,673		418,804		387,246		

It will be observed that the lumber exports from the Pacific Coast for the year 1918 were only about 64.2 per cent. of the exports in 1914, the actual decrease being 215,854,000 feet. The lumber trade is probably the only great trade on the continent which, as a result of the war, showed an actual decrease in the volume of exports.

A striking and, to a Canadian, very pleasing feature of the effect of the war on the export lumber trade was that the decrease in exports was visited entirely upon United States shippers, Canadian exports increasing by 204 per cent., while American shipments decreased 51 per cent. British Columbia, which supplied only 6 per cent. of the off-shore shipments in 1914, produced over 29 per cent. in 1918.

However gratifying this export increase may be, it should be taken only as an indication of possibilities still to be realized. A survey of Pacific Coast trade with each of the chief lumber importing regions, shows that British Columbia still has great opportunities for expansion.

The Chief Market of Coast Products

The chief market for Pacific Coast lumber products is Oceanica, the inclusive name of Australia, New Zealand and the South Sea Islands. Over half of the lumber exported each normal year from the Douglas fir country goes to Oceanica. Oceanica is British. In the old sailing vessel days British Columbia supplied 30 to 40 per cent. of the lumber shipped from the Pacific Coast to Australasia and the South Sea Islands. Canadian exports steadily decreased until in 1914, a typical year, 95.7 per cent. of the trade was supplied from the United States.

The accompanying table shows the trade, as it stands at present:

British Columbia's place in Pacific Coast Lumber Shipments to Oceanica 1914 and 1918

	1914		1918	
	M. Ft. B.M.	%	M. Ft. B.M.	%
British Columbia ..	8,929	4.3	7,032	8.9
Washington ..	149,831	72.8	422,765	54.5
Oregon ..	46,966	23.9	29,095	47.6

Australasian imports are at present only a third of the pre-war normal. Stocks are very low now. A great increase in imports is expected when conditions settle. There are indications that Canada's share will increase hereafter. Exporting houses are paying more attention to improving connections between British Columbia and Australasia; the liner service between British Columbia ports and Australasia is being improved.

The Importance of Australian Trade

Canadian mills, if they can meet the prices, may expect hereafter a larger share of the business. The Australian trade has, in the past, constituted one-half the Pacific Coast lumber export trade. While it is likely that developments elsewhere will decrease Aus-

tralia's relative importance, nevertheless it will remain true that British Columbia cannot develop a really large lumber export trade without doing a larger Australian business.

The showing made by British Columbia lumber in Asia is very encouraging. As is shown in the accompanying statement British Columbia during the war outdistanced Washington and Oregon in lumber shipments to Asia, the chief importers of which are China and Japan.

British Columbia's place in Pacific Coast lumber shipments to Asia, 1914 and 1918

	1914		1918	
	M.Ft. B.M.	%	M.Ft. B.M.	%
British Columbia	6,526	4.4	36,828	43.7
Washington	54,133	36.2	29,292	34.8
Oregon	88,808	59.4	18,067	21.5

Asia is a market in which during the next decade a great increase in the demand for Pacific Coast lumber may be expected. There undoubtedly will be a rapid increase in railroads and industrial development. Organizations for handling British Columbia lumber exports to Asia have greatly strengthened in the past four years. The Chinese trade is dominated by the Robert Dollar mill and steamer connections which centralize in British Columbia. The enterprise and connection of their company which does the greater part of the Chinese lumber trade, may be expected to increase British Columbia's importance in that market.

Japan is becoming a much larger consumer of Pacific Coast lumber, imports increasing from 11,000,000, in 1914, to 50,000,000 in 1918. This rapid increase in imports, due to meteoric war expansion in manufacturing enterprises, railroads and ship-building, has suffered a severe check, but is expected to recover the greater part, if not all, of its 1916 to 1918 importance. Lumber trading connections between British Columbia and Japan have been greatly strengthened during four years and plans are under way for a still more active development of the Japanese market on behalf of Canadian lumber exporters. The United States shippers still possess an advantage in a more frequent liner service.

India Requires Railway Sleepers

India has, up to the present, imported only small quantities of lumber from the Douglas fir region, 14,000,000 ft. in 1914, and 1,000,000 in 1918. The high freights during the war and a determined attempt on the part of India to render herself independent of outside purchases, where possible, cut down imports during the war. This was particularly true of Douglas fir timber, the chief market for which in India is railroads and public works, all under government control, all of which deferred outside purchasers until after the war. A need still exists, however, particularly for sleepers, which cannot be supplied in sufficient quantities elsewhere than from the Pacific Coast. The quantity of native sleepers cannot be made sufficient even by creosoting local wood yet untried, the quantity of Australian sleepers available is quite insufficient. It appears that at least 20,000,000 sleepers will be required from outside sources in the next three or four years.

Connections between India and British Columbia, which have been good in the past, have been very much improved by three important commercial arrangements made in the past three years, and an increase in the lumber trade may be expected.

The Possibilities in South America

The poorest showing made by British Columbia in any open foreign markets is in South and Central America, which is unfortunate as the southern continent in an important lumber importer barely on the threshold of development.

The actual standing of western Canada in South and Central America, set forth below, should be considered as illustrating chiefly an opportunity for more aggressive business hereafter:

British Columbia's position in Pacific Coast lumber shipments to Central and South America, 1914 and 1918

	1914		1918	
	M. Ft. B.M.	%	M. Ft. B.M.	%
British Columbia	984	1.1	2,464	2.9
Washington	58,898	63.5	61,582	74.5
Oregon	32,858	36.4	18,646	22.6

The South American trade, in recent years, has consisted chiefly of shipments to Chile and Peru. It is expected now, however, that as pitch pine becomes higher in price Douglas fir will enter more into the very important East Coast market, and that this, together with the development to be expected in the West Coast and

in Central America and Mexico, a very much more important lumber market may be expected in the south.

Shipments of B. C. Timber to Europe

The whole territory has, up to the present, been dominated by American traders and shipping companies. Up to the present British Columbia exporters have paid no direct attention to working in the region and only feeble attempts at the development of sufficient trade facilities are yet in sight.

Those who during the past decade have been discouraged to see British Columbia's decline in the British and European timber market, where from supplying 50.2 per cent. of the total requirements in 1895 the province lost ground until 1913, when the proportion was 15.3 per cent., will be pleased to see the improvement accomplished during the war.

Position of British Columbia in Pacific Coast lumber exports to U. K. and Europe, 1914 and 1918

	1914		1918	
	M. Ft. B.M.	%	M. Ft. B.M.	%
British Columbia	19,802	26.7	31,275	60.4
Washington	28,807	38.8	19,592	37.8
Oregon	25,533	34.5	905	1.8

The total exports shown do not take into consideration the aeroplane lumber, of which a larger quantity was shipped by the United States than by British Columbia. If the aeroplane lumber were included the British Columbia shipments would be about 65,000,000; those from the United States would be about 80,000,000.

Big Orders for Timbers and Sleepers

It has been expected by West Coast lumber producers that reconstruction in Europe would make possible the shipping of yard stock such as dimension and boards from Pacific Coast mills. It is becoming evident that their expectations will not be realized, but that important orders may be expected for timbers and sleepers. The first of these orders, already received, for 70,000,000 for the U.K., all of which will be cut in British Columbia, is evidence that Western Canada is each year securing a stronger position in the export market. The demand for timbers and ties is likely to be great in Europe during next few years, these being impossible to secure in sufficient quantity elsewhere. A form of organization is being concluded by the British Columbia mills that should assure their securing all this business that they can handle. The experience many mills are now gaining in handling export lumber business is adding greatly the export capacity of the province.

How Exports to Africa Decreased

Africa has never yet been an important purchaser of lumber from the Pacific Coast. The annual import, in normal times, of about 22,000,000 ft., were seriously decreased by high freights during the war. Since the custom preference granted on Canadian lumber in 1904, British Columbia has dominated the Douglas fir market. The standing in war years is shown below:

British Columbia's position in Pacific Coast lumber exports to Africa, 1914 and 1918

	1914		1918	
	M. Ft. B.M.	%	M. Ft. B.M.	%
British Columbia	9,521	75.8	6,434	57.9
Washington	1,891	15.5	1,956	17.6
Oregon	1,154	8.7	2,723	24.5

Almost the whole of the lumber imported into Africa goes to South Africa. African lumber imports depend largely on the requirements of the mines and the railroads. A great shortage in railway sleepers is imminent which should lead to the importation of creosoted fir sleepers.

The American Colonial Markets

Although aside from South Africa, United States mills enjoy an equal trading opportunity with Canadian mills, whether shipping to ports of the British Empire or elsewhere, such is not the case in what might be described as the American colonial markets. These markets are important, are only exceeded in annual volume of imports by Oceania, Asia and South America, and in these markets it is impossible for Canadian mills to ship on competitive terms, in fact the handicap against Canadian mills is so great as to render business impossible under ordinary circumstances. The handicap exists in customs duties, restrictions upon shipping and the control of trade by American trading companies. The importance of the market and the effect of the advantages held by American lumber exporters is shown herewith.

British Columbia's position, 1914 and 1918, in Pacific Coast lumber exports to markets, in which American shippers possess a

tariff or shipping advantage, (Alaska, Philippines, Hawaiian Islands, Panama, Cuba).

	1914	%	1918	%
	M. Ft. B.M.		M. Ft. B.M.	
British Columbia	.....	0.0	2,023	3.9
Washington	45,587	61.4	46,988	90.1
Oregon	28,699	38.6	3,134	6.0

Control of Water Borne Shipments

American mills having this extensive market as a reserve, have a valuable nucleus in the export business, which enables them to keep going steadily, maintain vessels in constant service and strengthen their position in manufacturing for, and shipping to, other markets.

A further advantage possessed by American mills in the export lumber trade is their control of the water-borne lumber shipments to the California ports. The extent and value of their trade dwarfs all export trade from Pacific Coast mills.

British Columbia's position in water borne lumber shipments from the Douglas fir region to California ports, 1914 and 1918

	1914	%	1918	%
	M. Ft. B.M.		M. Ft. B.M.	
British Columbia	806	.1	2,013	.3
Washington	573,679	54.8	435,190	55.8
Oregon	472,123	45.1	341,716	44.9

Mainstay of American Export Mills

The California trade is also virtually out of the reach of British Columbia mills. The existence of this California market acts as do the preserves of the American colonial markets in strengthening the American mills in their hold in water shipments, both by taking common grades not suitable for export, by making it possible for mills to maintain vessels in the lumber trade and by developing and strengthening their organization for handling a water borne lumber traffic. The Californian and the extra territorial American markets have been the mainstay of American export mills, and have rendered it possible that mills in the United States could forsake the rail

trade and rely entirely upon the off-shore trade, a condition which has been impossible in British Columbia.

The effect of the regulations in favor of American trade in American colonial markets is shown by the fact that British Columbia supplies 50 per cent. of the lumber to Fiji, where the annual demands are 2,000,000 feet, but supplies none of the lumber to either the Philippine or Hawaiian Islands, where the combined annual demands amount from 40,000,000 to 60,000,000.

The Atlantic Coast Trade

The Atlantic coast of the United States may become an important off-shore export market for British Columbia in the future. It was prophesied a few years ago that shipping and canal regulations would give British Columbia an advantage in this market; such has not been the case. The actual results have been as below:

British Columbia's position in Pacific Coast water-borne lumber shipments to the Atlantic Coast, 1914 and 1918

	1914	%	1918	%
	M. Ft. B.M.		M. Ft. B.M.	
British Columbia	6,440	19.8	.....	0.0
Washington	19,916	60.9	1,319	6.82
Oregon	6,294	19.3	617	31.8

The most important year yet has been 85,000,000. A much greater trade may be expected, however, and if conditions remain equal, connections have been established which should give British Columbia a fair share of the business.

The larger the volume of the off-shore business the greater will be the facilities to take care of it. A great difficulty in the past has been that Canadian mills found the business unattractive in the periods when unrestricted competition put the price below the cost of production and, consequently, the same facilities and connections for off-shore trade have not been developed in British Columbia as in the neighboring States. The improvement in prices during the past five years has developed amongst British Columbia mills a greater interest in export trade and has led to a great increase in both capacity and facilities for handling foreign business.

Canadian Woods, Their Quality and Uses

Adaptability of the Various Tree Species—The Unit of Measurement and System of Estimation—Important Facts for the Foreign Buyer

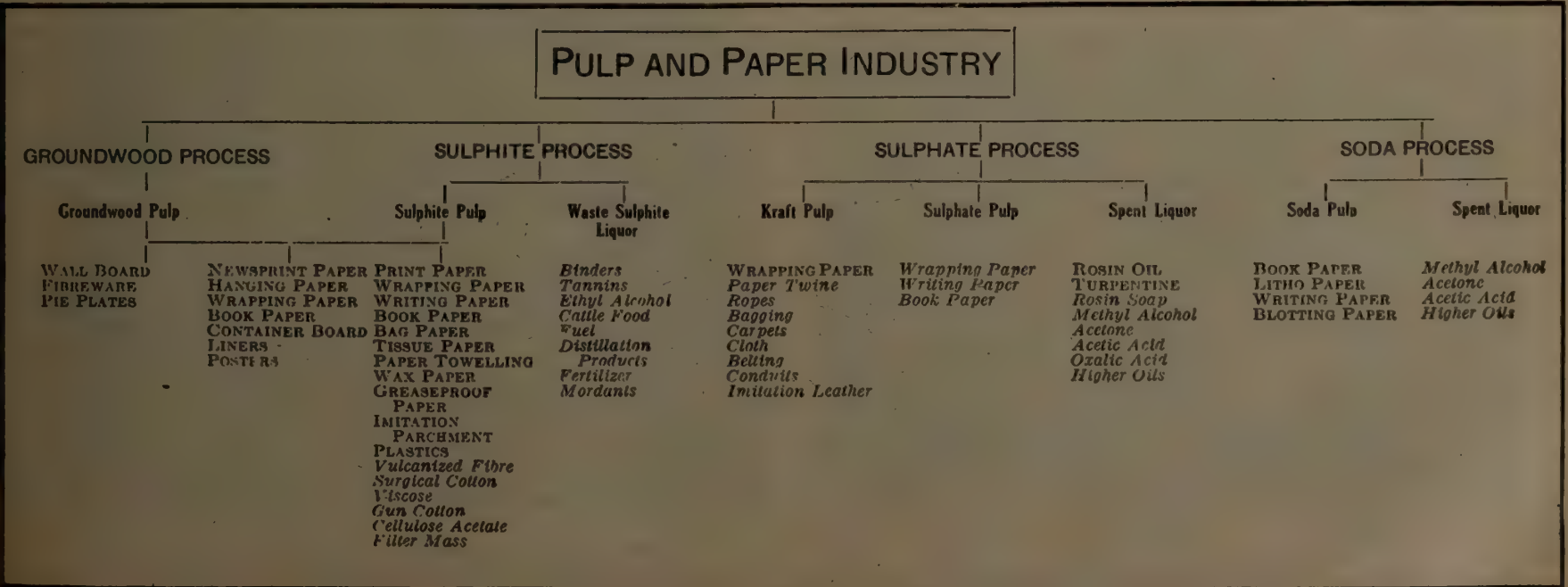
The coniferous woods in Canada, such as pine, spruce, fir, and cedar, are universally useful woods. They are light in weight, and easily handled, soft and easily worked, strong in comparison to weight, tough, durable, and free from shrinking and swelling when subjected to changes in humidity. Canadian sawmills produce annually from 3,000,000,000 to 4,000,000,000 feet of lumber, 95 per cent. of which is coniferous.

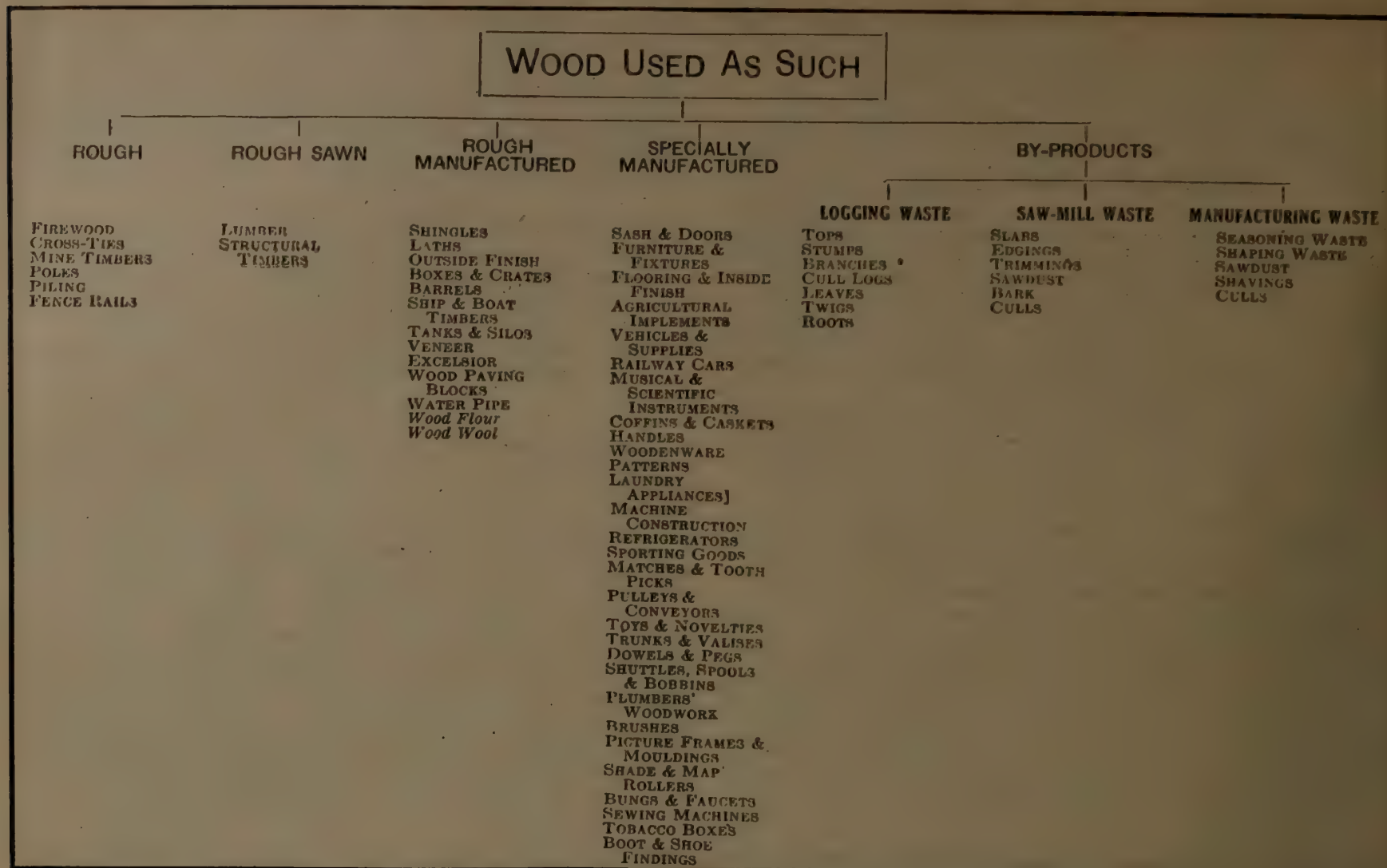
Canadian spruce, which for many years was used chiefly for pulp manufacture, is now being better appreciated as lumber. It is light in weight, tough and elastic, and free from hidden defects. It

has been found to be one of the best woods available for airplane construction because of these qualities.

It has been estimated that Canada's forests contain 600,000,000,000 feet board measure of saw timber. This estimate does not include an enormous volume of smaller material suitable for the manufacture of pulp and for railway ties, poles, piles, posts, spars of ships, and other commodities made of material too small for sawing into lumber.

The forests of British Columbia contain about half the total quantity of available timber in Canada. In that province the largest and best timber grows near the coast, is easily accessible to ocean





traffic, and can be shipped direct to Europe via the Panama Canal, thus avoiding expensive railway freight charges.

Canadian white pine (*Pinus Strobus*) which has enjoyed steady popularity in Europe for many years, can still be obtained in large enough quantity for most industries. This wood has been demanded by manufacturers above all others because of certain qualities. It is soft, light in weight, even grained, and easily worked, but is strong for its weight and exhibits the minimum of shrinking and swelling under variations of humidity.

There are over a hundred and eighty different species reaching tree size in Canada, over seventy of which produce lumber which is used in some form of industry.

Cedar (*Thuja occidentalis* and *Thuja plicata*) is one of the most durable woods known to commerce when exposed to moisture. It is used in Canada for those part of a building which are exposed to the weather or are in contact with the soil. The wood is light, very straight grained, and easily seasoned. British Columbia produces annually over 75,000,000 feet of cedar lumber, over 2,000,000,000 cedar shingles, in addition to large numbers of telephone, telegraph and other poles, railway ties, and fence posts.

Canada's most important hardwood, as far as quantity is concerned, is yellow birch (*Betula lutea*). The wood of this tree is hard and strong, easily seasoned and easily manufactured because of its straight grain and uniform texture. It is valuable not only for its strength and physical qualities but for its appearance. It has a pleasing color, takes a high finish and can be stained to imitate more valuable woods, such as cherry, walnut, and mahogany. It can be used for furniture, cabinetwork, flooring, and all kinds of interior finish.

This tree is abundant throughout Eastern Canada. From 80,000,000 to 100,000,000 feet of birch timber are produced annually by Canadian sawmills.

The maple is a typical Canadian hardwood. Its leaf is Canada's National emblem. Syrup and sugar produced from its sap have a delicious characteristic flavor. The maple sugar industry is highly organized on a commercial basis in Eastern Canada, and particularly in the Eastern Townships of Quebec province. There are eleven different species of this genus (*Acer*), three of which are used commercially for producing a lumber which is noted for its strength and stiffness. It is used for flooring, agricultural implements and vehicles, "Curly" and "bird's eye" maple are unusual forms with attractive figure or grain, which are much sought after for furniture and cabinet-work.

Canada produces annually over 500,000,000 feet of Douglas fir lumber in addition to large quantities of railway ties and mining tim-

bers. It has been estimated that there are over 75,000,000,000 feet of this timber available in Canada, and as this tree (*Pseudotsuga mucronata*) reproduces easily, proper protection should insure perpetual supply. The wood has no rival for heavy structural work. It is hard, strong, heavy and stiff. The tree grows to an enormous size, specimens being obtainable measuring 380 feet in height, 15 feet in diameter and containing 60,000 feet board measure of sound timber. No tree in America can produce larger timbers for structural work, free of defect than this Pacific Coast species. The wood is also valuable for general building, construction, flooring, cabinetwork, and interior decoration.

The unit of measurement of sawn lumber in Canada—and also in the United States, is the board foot. One board foot consists of a piece of lumber one foot square and one inch in thickness. When applied to inch lumber, this unit may be considered as a measurement of surface, but with lumber of other dimensions, it is a unit of volume containing 144 cubic inches.

A few examples will explain this more clearly. A board 12 feet in length, one foot in width and one inch in thickness contains 12 board feet and its surface measurement is 12 square feet. A board 12 feet long, 12 inches wide, and 2 inches thick contains 24 board feet, while its surface measurement is still only 12 square feet. This unit is handy for measuring inch lumber and a great part of Canadian lumber is sawn to this thickness.

With lumber of other thicknesses its use becomes more complicated, as it can no longer be considered as a measure of area. Tables for determining the number of board feet in pieces of lumber of different dimensions are used to facilitate measurement with this unit.

In France a unit of lumber measurement called the "merchantable board of the Vosges" is sometimes used in estimating standing timber. The unit board is about 12 feet long, 9 inches wide, and one inch thick. The contents of a tree are estimated according to the number of boards of this dimension, which could be sawn from the tree. This unit and this system of estimation are comparable to the Canadian board foot unit. The Vosges unit contains the equivalent of 9 board feet, approximately.

In most commercial transactions Canadian sawn lumber is sold by the thousand feet, board measure. This unit is roughly approximate to 2 cubic metres. For more exact comparisons, a quantity expressed in thousands of feet, board measure, may be converted into cubic metres by multiplying by 2.3596. A quantity expressed in cubic metres may be converted into thousands of feet board measure by multiplying by 0.4238.

Annual Exports of Wood Products from Canada

It is estimated that the total value of the forest products of Canada stand at \$190,000,000. The exports to the different countries of the world during the fiscal years from 1913 to 1918 afford an interesting study.

Under the heading of "Unmanufactured Wood," which includes all lumber and timber, as well as logs, pulpwood, etc., the subjoined table shows the countries to which wood products were exported and the values represented each fiscal year during the past five years. The returns present an instructive revelation in regard to the export situation and the effect of the war upon foreign trade.

Total Exports of Unmanufactured Wood from Canada to Different Countries During Fiscal Years Ended March 31, 1913-1918

Exported to—	1913	1914	1915	1916	1917	1918
United Kingdom	\$10,081,852	\$10,629,158	\$9,892,467	\$14,125,537	\$14,849,503	\$4,501,513
Bermuda	29,068	16,032	28,743	52,028	40,247	40,554
British Africa, East				447	1,225	
British Africa, South	151,466	344,853	202,033	143,459	264,027	267,423
British Africa, West	1,274			2,694	1,415	2,834
British East Indies—						
India			97,475			23,740
Straits Settlement						21,600
Other				293		
British Guiana	36,498	49,125	38,077	52,267	40,702	134,889
British Oceania—						
Australia	330,326	134,217	110,205	66,641	46,001	389,074
New Zealand	10,013	15,518	28,025	3,972	14,878	8,782
Other	52	18	80			
British West Indies	295,311	266,291	204,673	173,738	275,123	219,332
Gibraltar				1,110		
Hong Kong		17,652	3,102	8,742	13,256	36,410
Newfoundland	27,505	15,526	10,016	22,563	28,671	52,499
Argentine Republic	1,456,842	1,323,811	435,606	753,098	531,130	7,316
Belgium	21,142	23,560	8,188			
Brazil	45,687	41,223		6,512	7,116	2,263
Chile	74,467	42,683	10,192		526	65,474
China	275	408	2,111	24,857	40,085	142,711
Cuba	359,624	227,125	303,661	231,594	199,980	174,511
Denmark		450				
Danish West Indies	368	46	439	8	1,918	5,706
Greenland, Iceland, etc.				36		
France	20,505	22,809	20,184	740,612	2,299,636	782,743
French Guiana			1,432	755		
French West Indies	9,484	7,276	21,562	19,974	16,363	28,251
St. Pierre and Miquelon	11,960	3,837	9,851	1,970	7,382	19,349
Germany	16,283	18,201	725			
Greece		420		4,990		
Hayti	4,882	2,558	2,218	593	2,098	736
Japan	83,558	82,356	31,054	26,282	42,523	67,318
Mexico	20,417				1,487	4,705
Netherlands	12,133	4,930	5,350			
Peru			597		12,641	38,630
Portugal	356				18,466	
Azores and Maderia	32,690	33,960	6,244	16,905	31,464	16,096
Russia				400	800	
San Domingo				509		
Spain	840	615	19,583	16,865		22,577
United States	29,913,201	29,274,249	30,996,467	34,573,005	36,871,068	44,676,777
Alaska	472	126	334	251	41,388	3,743
Porto Rico	40,065	10,221	14,114	59,615	32,264	15,991
Uruguay	40,765	54,547	37,785		6,660	4,720
Total	\$43,192,920	\$42,192,920	\$42,593,639	\$51,202,970	\$55,864,539	\$51,829,121
Recapitulation.						
British Empire	11,013,474	11,538,687	10,651,485	14,692,495	15,616,559	5,720,550
Foreign Countries	32,179,446	31,204,588	31,942,154	36,510,475	40,247,980	46,108,571



Where Canada's timbers are tested at the Forest Products Laboratories, Montreal



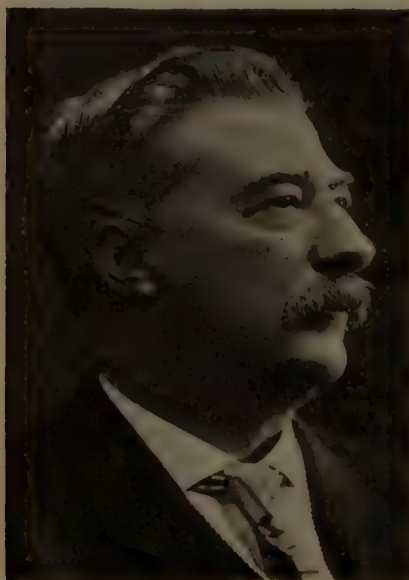
The experimental wood preserving plant at the Forest Products Laboratories, Montreal

Province of Quebec Rich in Timber Resources

Total Acreage is 130,000,000, and Wooded Wealth is Estimated at \$600,000,000—

Location and Character of Various Zones—Facilities for Export

By Avila Bedard, Assistant Chief of the Quebec Forest Service



Hon. Jules Allard,
Minister of Lands & Forests

Considered in their entirety the forests of the province of Quebec may be said to constitute one of the richest timber sources in the world through the great quantity of softwood suitable for lumber and pulp, and the great natural facilities which are offered to exploit them. It could be added that, thanks to the considerable quantity of water-powers available and of which only a small portion has been utilized so far, the manufacturing of lumber, of pulp and paper is greatly facilitated.

They may be divided in three quite distinct zones. 1. The plain zone; 2, the Alleghany zone; 3, the Laurentian zone.

The plain zone coincides with the valley of the St. Lawrence. In this zone were the first attempts at settlement made, the

first farms established and most of the seigniorial concessions, chiefly under the French regime, developed. For these reasons and principally on account of the fertility of the soil, cultivation has made remarkable progress in this region. Such progress, however, could be effected only at the expense of the forest. Consequently, from the earliest days of the colony, the area of the latter has been greatly reduced. At present, the forest does not form a continuous body, but is broken up in a large number of stands where hardwoods or deciduous species seem to predominate. Here and there are, however, to be found forests of rather great extent and of remarkable richness whose boundaries almost coincide with those of the old seigniorial concessions. In this class, can be placed the seigniory or Lotbiniere. This zone could be more properly defined as the zone of private woodlots. Though pine, spruce, balsam fir are to be found, hemlock could be considered as the characteristic conifer of this zone. While, among the deciduous trees, maple and yellow birch can be frequently met with, elm, basswood, beech, ash and butternut are to be considered as typical hardwoods in this section. Thanks to the abundant and adequately distributed atmospheric precipitations, to the fertility of the soil and to a comparatively long summer the timber growth is rather rapid.

This zone could be further characterized by saying that lumbering on a small scale is largely represented there; that most private lots which form an aggregate of some 6,000,000 acres are there chiefly to be found; that maple-sugar and maple-syrup making—yielding annually about \$700,000.00 of revenue, is a well established industry;

and that the transformation of extensive into intensive farming has without any doubt, contributed, of late years, to allowing the forest to reconquer the less fertile lands.

The Stretches of the Alleghany Zone

The Alleghany zone.—The Alleghany consist of wide parallel ridges about the same height and whose continuity is broken by valleys as large as those of the St. Francois, the Chaudiere, the Temiscouata and the Matapedia rivers. These ridges develop into a comparatively elevated plateau, much dissected, and whose lobes end by abrupt slopes in the sea.

The forest is not continuous in that zone; it is broken, especially to the west of Temiscouata lake, by numerous parishes with rather extensive cultivated areas. It consists chiefly of softwoods from the Chaudiere valley to the coast, while west of that valley—except near the 45th parallel where spruce and balsam fir predominate—the hardwoods seem more numerous. From the standpoint of variety of trees, the latter section markedly possesses the same characteristics as the plain zone. In fact, the forests contain basswood, elm, beech, butternut, hemlock and white pine all of which are, properly speaking, typical trees of the south-western part of the province.

From the Chaudiere valley to the coast softwoods are generally found, spruce and balsam fir predominating. In the counties of Temiscouata, Rimouski and in the peninsula of Gaspé those stands are replaced, here and there, by very important white-cedar groves. On the southern slope of the Alleghany, near the boundary line, in the counties of Montmagny, L'Islet, Kamouraska and Temiscouata hardwood forests are rather extensive; they are characterized by species such as white birch, yellow birch, aspen and sugar maple. In Gaspé region, and in the vicinity of the Matapedia valley, many large stands of white birch show out clearly among the darker verdure of the conifers.

This zone is not so well drained as the Laurentian is; there are fewer lakes and less rapid rivers. It is very favorable to the timber growth; the trees are tall and of a great diameter as a rule. It is more a lumber industry section than a pulp and paper mills centre. However, the bulk of the pulpwood exported to the United States comes from the private lands located in this zone.

The Laurentian zone. This is a zone well drained by rapid flow-



Avila Bedard, Quebec, P.Q.
Assistant Chief, Forest Service



Young Spruce stand in Kamouraska County



Spruce stand in the Abitibi District with fringe of White Birch

ing rivers with many water-powers and fed by numerous lakes. The Laurentian mountains, like the Alleghanys, have been subjected to the erosive action of the glaciers; their summits, seen against the horizon, form a continuous line of ample undulations. Old as the world itself and almost uniform in composition, they likewise show everywhere the marks of lengthy wear. They are a mass of crystalline rocks; gneiss granite and schists which join the alluvial terraces on the south and extend down to the river on the southeast and to coast on the east as well as on the north. Physiographers describe this topographical unit under the name of Laurentian plateau or Laurentian peneplain. When examined in detail the region presents a succession of ridges very numerous, vague in orientation and covered with silicious soils of little depth. Formerly, in the larger valleys which cut up this plateau from the St. Maurice to the Ottawa, the forest was largely composed of white pine, a very valuable species which, since the beginning of the 19th century, has been largely ex-

ported to Great Britain. This species has been in that section replaced, as a consequence of the cuttings, by spruce, a species which has proven to be adaptable to various usages. The whole eastern section of the Laurentian plateau and all that to the north of an imaginary line through Temiscamingue, Shawinigan and St. Joachim is, so to say, the home of spruce and balsam fir. True enough those two species do not form continuous stands. They are frequently mixed with hardwoods such as white birch, yellow birch and aspen. More specially in the lake St. John district pure groves of aspen and white birch covering large areas are to be found. One must also observe the presence in the vicinity of the lakes some pure stands of larch.



Soft wood logs on a log hauler

The forest conditions of the eastern section extend to James Bay and to Ungava Bay, but they alter. From the 51st parallel to the border of Hudson's Bay the forest becomes less and less rich owing to unfavorable climatic conditions. In the western section of the same plateau, from the plain zone to the 51st parallel, besides black and white spruce and white pine, red pine and jack pine are to be met with, the latter forming relatively extensive pure stands, especially in Abitibi. Amongst the hardwoods the most valuable species are the yellow birch and the hard or sugar maple. These species are, however, replaced as we go northward, by white birch, canoe birch and aspen.

Adapted to Production of Pulp Industry

Taken as a whole, the Laurentian forest can be said to be particularly favorable to the production of pulpwood and to the pulp and paper industry, owing to the density of the forest stands (some yield, when they are cleared for culture purposes, as much as 30 cords of 128 cubic feet per acre), to the large percentage of trunks of small diameter and to the considerable hydraulic power of the water-falls.

To still further characterize this zone, we could add that it comprises the large forest bodies leased to timber and pulpwood men, the most of the lumbered area still unleased. There is no fear that colonization and agriculture will make, in that section, great progress to the expense of the forest. Moreover, the trees that are there to be found produce timber of a better quality, because of their slow growth and of their regular texture, timber which can be compared with Riga pine and Norway spruce.

The forests of Quebec can be classified in the following manner:

1. Private forests 6,000,000 acres.
2. Forests leased as timber-limits 44,500,000 acres.
3. Forests on lost under location ticket 1,300,000 acres
4. Township forest reserves 200,000 acres
5. Forests not in timber-limits 78,000,000 acres

Total 130,000,000 acres

The estimate of the wealth which is to be found in these different classes of forests has been placed by Mr. G. C. Piche, chief of the

50 billion feet, board measure of, white and red pine, worth	\$200,000,000
125 billion feet, board measure, of spruce and balsam fir, worth	250,000,000
100 billion feet, board measure, of pulpwood . .	100,000,000
35 billion feet, board measure, of hardwood, birch, maple, etc., worth	25,000,000
20 billion feet, board measure, of cedar worth..	25,000,000
	<hr/>
	\$600,000,000

According to the 1918 Quebec Statistical Year Book the total value of the forest product in 1917 was \$35,358,196.10. Saw-logs and pulpwood were the most important products; the value of the former was \$17,270,908.23 and that of the latter \$13,298,668.60. To enhance the importance of the forest industries in Quebec, it can be said that there are approximately 2,000 saw-mills operating, some 305 cutting yearly from 500,000 feet board measure upward of 20,000,000 feet board measure. The pulp and paper industry is represented by 31 mechanical and chemical pulp-mills. The pulp and paper industry has made very remarkable progress since 1900 and more particularly since 1910 when the government prohibited the exportation of pulpwood cut on the timber limits, thereby compelling the manufacturers to erect pulp-mills in the country. The forests of Quebec are not only producing for local consumption but also for exportation. The statistics for 1917 show that 178,770,545 feet board measure of timber were shipped outside of the province as saw-logs, and placed at \$5,197,114 the value of pulpwood exported in 1916.

Rights Acquired by Timber Lessees

Of the total output of forest products the larger portion comes from the timber-limits. There are timbered areas varying in extent and in resources which are leased, at sundry periods, by public auction after a thirty days' notice. The lessee acquires the right to cut the merchantable timber according to certain regulations. The advertisement in the Quebec special page of this issue gives all the particulars concerning the privileges and obligations of the lessee. It might be added that by restricting the cutting of the forest trees to a certain diameter, the government has had in sight the preservation of the timber wealth to the benefit of the country at large, as well as to the advantage of the lessee himself.

The permit to cut timber granted the license holder is valid for twelve months from the first of May. It may be renewed every year,



Plantation on the sand dunes at Lachute, Que.

provided the license-holder complies with all existing obligations or with such as may be determined by the Lieutenant-Governor-in-Council.

What the Province Can Supply

From the above facts, it can be readily seen that the forests of Quebec can supply various products which—like the yellow birch, the hard maple, the spruces, the red and white pine can advantageously, for different uses compare with some European woods. They can supply them in great quantity without showing any sign of depreciation. Moreover, there is plenty of room for the development of new industries, such as pulp and paper mills, toy and woodenware manufactures. One must not forget that there is a great amount of hydraulic power still to be developed, the development of which would be beneficial to various industries using as motive-power electrical energy. For the exportation of the finished products to European countries no shorter nor more advantageous route could be found than the St. Lawrence valley which runs through the province in all its length and which affords remarkable harbor facilities.

Splendid Wooded Wealth of New Brunswick

Aggressive Work of Eastern Provinces in Conducting Forest Survey—Tabulation of Timber of Provinces Gives Interesting Data—Its Potential Value

By Hon. E. A. Smith, Minister of Lands and Mines for New Brunswick



Hon. E. A. Smith, Fredericton, N.B.

The conditions brought about by the world war through which we have just passed have impressed us with a deeper sense of responsibility as to the duties of conserving and developing our forests along with other natural resources of Canada. Undoubtedly the forests of the Dominion form one of the greatest assets of the Empire; have we in the past recognized the true value of this heritage and endowment?

France saw the necessity of protecting and developing her forest areas and we are told as far back as the seventeenth century her statutes contained a most comprehensive forest policy, and some English writer has said, had it not been for the magnificent forests of that country, the war could not have been carried on to a successful issue by the Allies.

In the trench war-fare, timber played a very important part and the British had to rely wholly upon the French to furnish the necessary lumber for her part of the front.

We have in New Brunswick about twelve million acres of forest land, seven and one-half million acres of which are still the property of the crown. It is also estimated that of this forest land, over two million acres today lie unproductive because of forest fires.

The duty of conserving and protecting the forests of New Brunswick from fire has been assigned by law to a Forestry Advisory Commission of five members, two of which, Mr. D. J. Buckley and Mr. Archie Fraser, represent the lumbermen and leaseholders of New Brunswick, and one of which is the provincial forester.

This Advisory Commission has had several meetings, and the results so far obtained have fully justified its creation, and I have no hesitation in saying that the practical contributions to the deliberations of this Board by the two representatives of the lumbermen have had much to do with the creation of a permanent Forest Service and the success it has so far obtained.

The Commission, after careful study of local conditions, proceeded with the formation of a permanent Forest Service, its members to be appointed strictly by competitive examination on the basis of ability and merit alone. This permanent organization is now well under way, and consists of about fifty rangers and inspectors at the present time.

The Duty of the Fire Rangers

The duties of the rangers not only include fire protection, but the scaling of lumber cut from the Crown lands and the protection of game. The combination of these branches of work has spread the duties of the rangers over the entire year, and has made possible the offering of permanent steady employment to the men, which as you all know, is the only method by which we could secure really competent men in our service. The system of granting permanent appointments only after six months' satisfactory probationary service has also rendered possible the proper discipline and training of the men, which is always very difficult, if not impossible, where men are appointed temporarily for short periods each season.

An up-to-date Forest Fires Act was passed in 1918. Probably the most outstanding feature of it is the Fire Permit Clause. That is, the requiring of a fire permit from a Forest Ranger before fires, other than those required for heating or cooking, may be built near a forest, or before burning slash. A large number of fire permits were issued last season, and the system gives promise of materially reducing the number of disastrous fires resulting from settlers burning their brush in land clearing operations. Four prosecutions were carried out against settlers for this offence and three convictions secured.

Another important clause provided for the disposal of any dangerous area of slash which forms a fire hazard. It also provided for

the disposal of brush and other inflammable debris along roads or highways or within three hundred feet of any railroad. Many bad slashes along our railroads were burned last year through the operation of this clause, and this branch of the work will be closely followed up during the coming year. The law also gives to the Forest Ranger the power to call out men to assist in fighting fires, and provides a penalty for those refusing.

The Act also provides for proper fire protection along railroads which come under the Provincial Charter. This does not, of course, apply to Canadian Government owned railroads, or to the railroads which come under the regulations of the Railway Commission.

The fire season of 1918 was quite severe in New Brunswick, especially so in the early part of the year, and a total number of 850 fires were extinguished by our patrolmen, extra help besides the rangers being employed on 25 of these fires.

The prevention of fire is absolutely necessary for the welfare of any country, but in spite of the most rigid protection system some fires will occur. They must be discovered quickly, they must be reported quickly, they must be fought and extinguished quickly. This means that New Brunswick must have an efficient organization and equipment for the prevention, detection and extinction of forest fires.

The organization is being effected. It must be completed and furnished with necessary equipment. Observation towers must be erected and equipped. Ranger cabins must be constructed in the interior of the province. Telephone lines must be built. Rangers must be furnished with fire fighting equipment. The people of the province must be educated to believe in Forest Fire Protection.

The Progress of the Forest Survey

I desire to make some reference to the Forest Survey which is now being carried on in our province, and which is one of the most extensive surveys of its kind ever undertaken in North America. This survey aims to give us detailed plans and timber estimates on each timber block of 4,000 acres. It also gives a map of soil conditions which enables us to direct settlement towards our better lands. In fact, this survey, which has already covered twenty-two per cent. of Crown lands, is producing information of the greatest present and prospective value, and we expect to be able to considerably speed up the work by employing many of the forest engineers now returning from overseas.

The following averages apply to 2,200 square miles:

Land bearing softwoods only	39 per cent.
Land bearing both hard and softwoods	29 per cent.
Land bearing hardwoods only	5 per cent.

Thus our timber area is 73 per cent. of the total, leaving about 27 per cent. of our Crown lands now unproductive and rendered thus chiefly through the effect of forest fires.

Tabulation of the timber estimated on this area, much of which is heavily cut over, gives the following data:

Black and Red Spruce	27 per cent. of total
Fir	15 per cent. of total
Cedar	10 per cent. of total
Hemlock	4 per cent. of total
White Pine	3 per cent. of total
Red Pine and Princess Pine	2 per cent. of total
Making Softwood Estimate	61 per cent. of total
Yellow Birch	13 per cent. of total
White Birch	11 per cent. of total
Maple	7 per cent. of total
Poplar	5 per cent. of total
Beech	3 per cent. of total
Hardwood Estimate	39 per cent. of total

The commercial timber now standing on these lands is estimated at 1,577 feet per acre. Of this 61 per cent. is softwood and 39 per cent. hardwoods.

In addition to above, the undersized growing spruce and fir on which we must depend for future cuts is estimated at 800 feet per acre.

Through the co-operation of the Conservation Commission we were able to secure the services of Dr. Howe in 1918 to direct our

study of the reproduction on our cut-over lands, and I am especially interested in his report.

Some Details of Cut-Over Timber

On one section of our best growing Crown lands, Dr. Howe reports as follows on the average of a number of sample acres studied:

"This land was cut 25 years ago, and 37 spruce trees 12 to 20 inches in diameter were removed per acre. It was again cut 10 years ago, and 19 spruce trees 10 to 12 inches in diameter removed." This means that approximately 56 trees or about five thousand board feet was removed from this land during the last twenty-five years.

"There is now standing on this a total of 149 trees, 58 spruce trees per acre and 91 fir trees, over one inch in diameter, to provide the next crop. Of these growing trees 7 spruce and 8 fir trees are now of commercial size and if cut would still leave 11 spruce and 10 fir trees, which would reach commercial size during the next thirty years. That is, there are 36 trees to provide the cut for the next 30 years." Dr. Howe states that if all our cut-over lands gave as good a showing as this, there would be little cause for worry, but the following counts made in another part of the province will give many of us cause for thought,

This locality was cut over three times, 30 years ago, 16 years ago and 4 years ago, and 97 spruce and 15 fir trees removed per acre averaging 8 to 18 inches in diameter on the stump. This means that 112 trees or probably between 9 and 10 thousand board feet or more was cut from this area during the last 30 years.

The trees still standing on the area show an average of 108 spruce and 186 fir per acre over one inch in diameter, but there are only nine of these trees large enough now to reach commercial size

during the next 30 years. Dr. Howe says "That this has been a very productive area, as the 112 trees removed per acre shows, but it has been quite evidently abused, as there are only 4 spruce trees that can reach commercial size in the next 30 years."

Plainly stated, this average acre from which at least 9,000 feet was removed during the last 30 years cannot produce more than 1,000 feet of commercial sized lumber during the next 30 years.

Of course, these averages were secured over small areas, but they serve to indicate the need of thorough study of this problem of annual growth.

Maintaining Great Natural Asset

Dr. Howe is one of the most widely known and experienced foresters in Canada and I have been able to arrange with the Conservation Commission to allow Dr. Howe to continue his study of the cut-over lands in New Brunswick. This particular branch of the Forest Survey will be given special attention during 1919, and I expect that Dr. Howe will be able to give us fairly definite estimates of our annual growth and also suggestions as to what changes are necessary in our logging regulations in order to maintain our greatest asset, the forest, in its fullest producing capacity.

The greatly depleted forests of France and England together with the enormous requirements of lumber to rebuild the devastated portions of France and Belgium must open a greater market for our Canadian Woods, and while we must take full advantage of this demand, we must be ever careful not to ruin the potential value of our forests, but to conserve the greatest natural resource of our land, and in turn hand down to posterity, unexhausted the great heritage so freely bestowed by nature.

New Brunswick's Place in the Lumber Industry

Province Expects to Capture Big Share of Overseas Trade During Important Period of Reconstruction—Standard and Species of Timber and its Uses

By G. H. Prince, Fredericton, N. B., Provincial Forester



G. H. Prince
Fredericton, N.B.

The geographical position of New Brunswick favored the province in the early days of colonization in the New World. By reason of its maritime situation, it contains ports on three sides of the compass, the north, the east, and the south, with suitable facilities for the carrying on of the immense overseas and coastal trade. The proximity of these ports to those of insular and continental Europe has rendered possible the development of this overseas trade, an important asset to the province and the prosperity of her people.

All land generally falls within two main classes, farming land and forest land, the former commonly known as all land cleared of forests for purposes of agriculture, the latter existing as forests and containing some form of tree

life. In either case the real definition is as yet not fully realized by the public, as some land now being farmed may later be found unfit to produce sustained annual crops, and much of the land now under forest may be found adaptable to agriculture. Applying this common definition to New Brunswick the census of 1911 gave only four and one-half million acres of slightly more than twenty-five per cent. as land being farmed, the rest thirteen and one-half million or seventy-five per cent. being under forest. Allowing for the increase of cultivated land since 1911 it would thus appear that about twenty-seven per cent. of New Brunswick is now employed for agricultural purposes.

The task of hewing a home out of the forests is, indeed, a hard one and new settlements do not spring up so readily as those of the treeless prairies, yet the presence of trees, though adding to the cost of clearing land, is a decided asset to the new settler. The coming of peace and the return of the soldiers from overseas will stimulate settlement, as the government in co-operation with the Dominion, has promised that her fighting men shall receive every consideration. However, it is fair to assume that at least sixty-five per cent.

of New Brunswick's land will remain in forest for many years to come and the lumbering industry will continue to hold its place as the chief industry of the province, a continued source of employment not only to thousands of woodsmen but also to thousands of farmers during the winter season, when farm labor is not exacting. New Brunswick is then essentially a forest province, containing, as it does, nearly forty acres for every man, woman and child, which is a splendid assurance of the future welfare of the country.

The Ownership of Forest Lands

About seven and one-half million acres of forest land belong to the Crown, while the rest, over five million acres, is owned by private companies or individuals. Most of the granted land consists of donations of comparatively large parcels of some of the best forest land to private companies as compensation for the building and development of public utilities such as railroads, in the early days. These companies early recognized the value of their forests and are managing for sustained yield. Thus one company took the lead in making the first up-to-date forest survey in Eastern Canada of their limits, nearly two million acres in area. Another company has started tree planting on their waste lands. A third is considered to have the most up-to-date cutting regulations in Eastern Canada.

Forested areas belonging to the Crown are distributed in every county, but the bulk exists in the north and north eastern counties. Nearly all the Crown forests are leased by lumber companies on long term leases, varying up to thirty years. The licenses are in blocks covering from two to six square miles in area, the company paying a ground rental, a bonus and a stumpage per thousand superficial feet, which varies for different kinds of timber. Under a selective system logging regulations require that no trees be cut below a certain diameter limit other than those necessarily removed in the clearing of roads or yards.

Conducting Survey of Crown Holdings

The classification of the Crown Lands by a technical staff of foresters provided by the University of New Brunswick Forest School was inaugurated in 1916, and already, even under the stress of war, one and one-half million acres of Crown Lands have been mapped and estimated under the most modern methods of forest surveying, timber cruising and soil classification.

The collected data gives all necessary information concerning the amount of standing timber per acre for any unit of area segregated according to species, the condition of the timber, the quality,

the cost of logging, driving, etc.; the character of the soil; while the maps show in detail the location of all survey lines, roads, portages, rivers and streams, camps, kinds of forest cover, such as burned over land, barrens, coniferous and hardwood stands, mixed areas of conifers and hardwoods. In addition, a soil map is made, giving the location and area of the soil and its adaptability for farming, classifying it into agricultural and forest land. The location and marking of all lines under a standard system according to the best methods of land surveying is an important part of the field work of the Forest Survey. The Forest Survey of New Brunswick is recognized as the most comprehensive and largest of its kind in North America.

When this immense stock taking is completed accurate and reliable data will be at the command of the Forest Service in the formulation of a progressive forest policy for the proper management of



Part of a New Brunswick Lumber Yard at one of the main Seaports and Lumbering Centres

the forests, and regulations may then be adopted to better advantage for furthering closer utilization and conservation.

The Forest Service maintains a permanent field staff for fire protection and general administrative work. By an efficient and vigorous fire patrol system the forest land will be protected from fire and allowed to grow and continue to produce lumber which is a reasonable guarantee for the future stability of the lumber industry.

Amount of Standing Timber in N. B.

No accurate data has as yet been collected as to the total amount of standing timber for the whole province. Until the completion of the Forest Survey is accomplished no one will predict with certainty the extent of our greatest natural resource. The timber differs, in growth, in size, in density, and in species, a vast amount for so comparatively small an area as New Brunswick. Our coniferous species grow rapidly, favored by a suitable climate.

During the past few years the value of our standing timber has steadily increased. Inferior species have the same value today as those of better grades a few years ago. On privately owned lands stumpage of spruce now sells as high as \$8.00 per M. At a sale of standing timber on government lands in October, 1918, prices ranged from \$5.50 to \$7.75 per thousand board feet, according to accessibility. Hardwood timber is now being considered for utilization in the near future and prospective values being placed on the hardwood lands. The value of standing timber has doubled during the past five years, and tripled during the last decade.

Kinds of Timber in the Province

White Pine.—This species, along with red pine, was the first to have commercial value in the early days. Once it formed practically all the cut. Today pine forms but a small item of the annual output. Much of the cutover pineries have reproduced in spruce and fir, but there are still some extensive areas of pine.

Spruce timber now forms the bulk of the coniferous lumber cut. Three kinds of spruce occur, black, red and white, but all have practically the same structural properties, and are classed in the market as spruce. This timber ranks high in the market and is very adaptable, both as a structural timber and general building material. It forms a great deal of the export trade in deals and plank. It is also shipped in the form of pit props.

Balsam Fir.—This species is becoming important as a saw timber for uses similar to that of spruce, and the cut is increasing each year. Balsam fir is also used largely in the pulpwood industry. It is noted for its rapidity of growth even on poor soils.

Hemlock exists in part of the province, its range extending over only $\frac{3}{4}$ of the area. The bark is used for tanning purposes, while the timber is used for construction timber, deals, boards and railway

ties. It is especially adapted for ties, on account of its spike holding property and decay resisting powers. Hemlock forms but a small percentage of the annual cut, but there are stands of this species still untouched.

Cedar forms a large percentage of the season's cut, especially in the northern part of New Brunswick. It finds a wide use in the form of telephone poles, fence posts, ties and shingles. Nearly all the shingles are made of cedar, while cedar ties are sawed out from the tops in many of the larger shingle mills. Cedar is noted for its durability.

The main hardwoods, yellow birch, maple and beech, are being investigated as regards utilization, not only for structural timber, but for the veneer and chemical industry. The revival of the wooden shipbuilding has brought about the lumbering of yellow birch for ship timber, a species very adaptable to the framing of sea-going vessels.

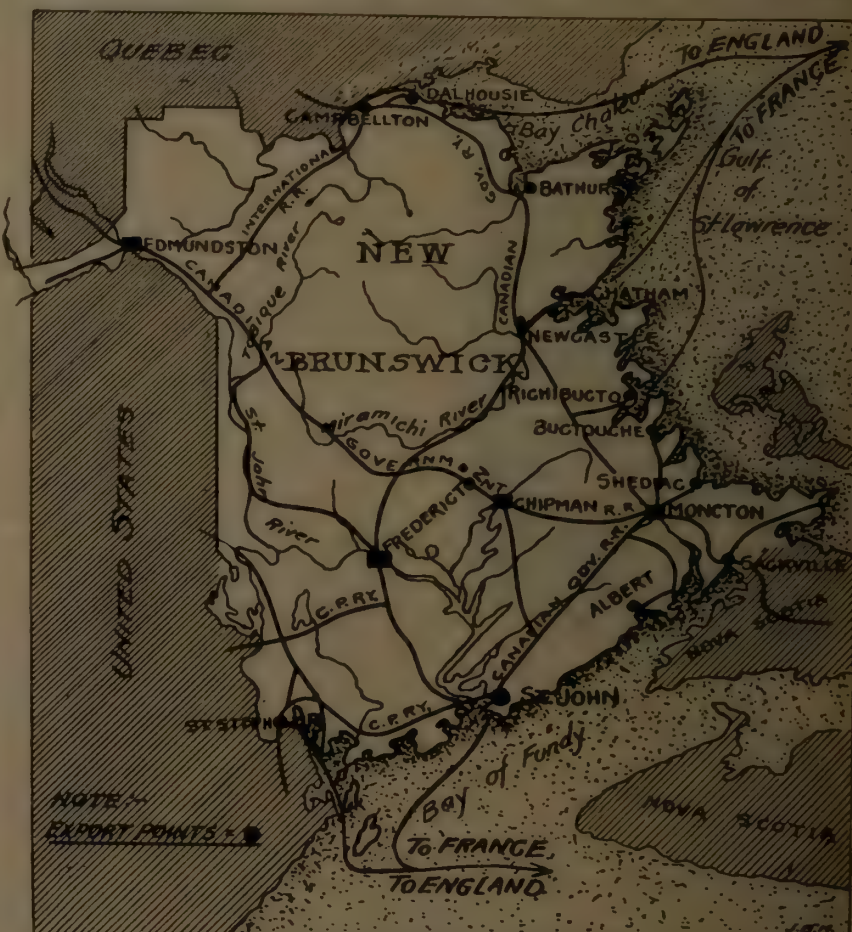
White birch is a common tree, and has proved very valuable for spoolwood and is being investigated for use as pulp.

Poplar also is a common tree and has been largely exported to U. S. A. to be used in the soda pulp industry.

The Accessibility of Timber Limits

Although New Brunswick has 1,900 miles of railroads, the fact that the province is traversed by a network of drivable streams and that the main commercial species are floatable has always rendered transportation of logs from the stump to the mill to be carried out by water. Moreover, facilities are increased by a steady flow of water in the driving season by storage basins at the heads of rivers in the shape of storage or splash dams. Driving and rafting on the large rivers, such as the St. John, Miramichi and Restigouche, are handled by log driving corporations, and all up-to-date methods are used.

All commercial timber in New Brunswick can be classed as accessible. The lumberman with axe and saw has penetrated to the headwaters of every river and brought out spruce over every drivable stream. This apparent accessibility of timber made possible the development of the lumber industry along with settlement. The early



New Brunswick has 7½ million acres Crown-owned forest land, complete network of drivable streams, 12 export ports with accessible Harbors; 1,900 miles of broadgauge railroad; 14,000 miles of highways; 1,000 logging camps operating each winter season, and an efficient forest fire protection system.

inauguration of the shipbuilding industry and the development of the export ports brought the recognition of New Brunswick's pine in Great Britain during the eighteenth century. Since the erection of the first saw mill at St. John in 1766 and the shipment of the first cargo of spars to England in 1780, the lumber industry has steadily increased. The first mill erected was a tidal mill at St. John. Today the mills in the vicinity of St. John alone cut about half a million

feet per day besides half a million shingles. Upwards of forty mills along the St. John River alone give employment to over 2,000 men. In 1824 over eleven million of pine boards and plank were exported to England from St. John.

The history of the development of the woods operations is, indeed, interesting. The old camp with the large centre fire, the smoke escaping through a hole in the roof, the hewing of the pine in the woods, the use of oxen, have gradually been replaced by the modern logging camp with separate apartments for sleeping and cooking, office for the boss and scalers, skidding and yarding with horses, iced roads for hauling off, the latter now often being done on long roads with steam log haulers or gasoline tractors, and, what is most important, the young growth is being protected as much as possible, and improvements for further utilization of what was formerly wasted are being fostered.

Pulpwood Possibilities of the Province

Next to the lumber industry comes the pulpwood industry. At present there are five pulp mills, producing a total of about 600 tons of pulp per day, much of the pulpwood coming from closer utilization of the waste in logging operations and sawmills. In addition, thousands of carloads of pulpwood from private lands are exported into the United States every year, either in the rossed, peeled or unpeeled state. The export of pulpwood from Crown lands is prohibited by law.

The cutting of white birch for spool bars has been developed to quite an extent. New Brunswick affords great opportunities for this industry, as there are extensive areas of white birch suitable for this product. Over 2,000,000 feet of spoolwood was shipped from Miramich to Scotland alone in 1909. The wood is cut into bars four feet long and square in cross section. It is interesting to note that the last load shipped during the summer of 1917 was lost, as the vessel was torpedoed near the end of the journey. This industry was in general greatly affected by the war.

The development of the overseas export trade is shown in the following table, which does not include that cut for local consumption or for export to U. S. A. and other parts of Canada. This covers the past forty years, and is interesting because it shows the gradual growth of this trade and the relative stability of the lumber industry, which speaks well not only for the business ability of the lumbermen but for the prosperity of the province as a whole.

Average Annual Overseas Export by Decades

1880-1890	327 millions
1890-1900	331 millions
1900-1910	365 millions
1910-1917	264 millions

The largest was in 1906, when over 400 million was exported; the smallest in 1917, with 116 millions.

During the war exports overseas steadily increased for the first three years, reaching the climax in 1916, when 390 million superficial feet was exported. The next year, 1917, only 116 million superficial feet was exported, although the annual cut was not curtailed to that extent, as large quantities of lumber were piled in the yards, due to lack of vessels. In 1918 comparatively small shipments went over-

seas, the work being carried on entirely by the Imperial Munitions Board.

The chief ports of export are: St. John, at the mouth of the St. John River, which in normal times is the outlet of nearly one-third the total shipments; Campbellton and Dalhousie, at the mouth of the Restigouche River; Bathurst, at the mouth of the Nepisiguit; Chatham and Newcastle, at the mouth of the Miramichi, the last two named being especially important.

The United States has always been an accessible market, both by rail and water. At present this is greatly curtailed, due to war conditions. Freight rates are high, and coasting vessels are scarce.

A small market is found in other parts of Canada for New Brunswick lumber. Along with the United States, these provinces formed an outlet for many shipments in 1918.

The fact that the British government is the one big buyer in the lumber market today, that Great Britain has always been the essential market for New Brunswick's lumber product, should be sufficient assurance that the trade will be renewed.

But four long years of war have changed the outlook in this province appreciably. New species are being utilized. New uses for our hardwoods are being found. The labor situation has changed. Lumber values have doubled. Tonnage is reduced.

It is then most important that these be fully considered in placing the industry again on a pre-war basis, and moreover it is most important that a proper presentation of all information as existing today regarding the woods of New Brunswick be carried out, in order that new markets may be opened for our forest products.

Proper conservation of our national resources is essential to the prosperity of any country and this is especially true in regard to New Brunswick forests. The war has, indeed, brought this idea out strongly and the public demands that every precaution be taken to properly safeguard our national resources. With the support of the people of New Brunswick the Forest Service will continue to work with this object in view.

This province has taken an important part in the war. Thousands of her best men fought in France and Flanders. Due appreciation has been shown by the Allies overseas for her services and it is only natural to expect that New Brunswick will have its proper place during the important period of reconstruction.

Winter Log Booms Recently Gave Way

With the main channel of the St. John river blocked lately by a tremendous ice jam four miles long on the western side of the islands above Fredericton, the rush of water through the eastern channel, where the Douglas boom is situated, was so intense that some of the logs stored there by the St. John River Log Driving Company were carried away.

When the rafting season closed last fall the company left about three million feet of logs in the Douglas boom, expecting to have them stored there until this spring's operations commenced. Under ordinary circumstances there would have been no difficulty but the forming of the big ice jam, in which the ice from more than 100 miles of the river was packed, created a serious situation.



Scene of one of the great storage places for logs for the mill owners along the St. John River. This is one of the many places where large quantities of these logs are kept until wanted at the mills. It is named Marble Cove and is situated just above the reversing falls leading into the harbor

British Trade Commission Service in Canada

Origin, Development and Scope of the Work—Commissioners are Official Commercial Representatives of United Kingdom in Self Governing Dominions

"The United Kingdom is well organized for the conduct and extension of export trade," said Mr. F. W. Field, British Trade Commissioner in Ontario, in an interview with a representative of the "Canada Lumberman." "The British Government's Department of Overseas Trade, which I represent in Ontario, is co-operating with British manufacturers and trading associations and I am pleased to report that the work is progressing favorably.

"The Trade Commissioner Service of the British Government is of recent origin. At the Imperial Conference of 1907, Sir Joseph Ward, Prime Minister of New Zealand, called attention to the need for official commercial representation of the United Kingdom in the self-governing Dominions. Mr. Lloyd George, then president of the Board of Trade, was able to inform the conference a few days afterwards that arrangements for the appointment of such officers were being made. The measures which were subsequently taken resulted in the institution, in 1908, of the present service of four Trade Commissioners, one being appointed for Canada and Newfoundland, and

missioners and its extension throughout the British Empire in accordance with the recommendations of the Dominions Royal Commission, and recommends that the governments concerned should co-operate so as to make that service as useful as possible to the Empire as a whole, especially for the promotion of Inter-imperial trade.

Promoting Trade of Empire as Whole

"The primary duty of the British Trade Commissioners appointed in various parts of the British Empire comprises the collection of information in regard to opportunities that may arise for securing and developing the trade of the United Kingdom, and such other parts of the British Empire as may express a desire to avail themselves of the facilities afforded by the Trade Commissioner Service, but it is also a part of their general duty to endeavor to promote the trade of the British Empire as a whole, within the area to which they are appointed.

"Instructions are also given to Trade Commissioners to report



F. W. Field, Toronto,
H. M. Trade Commissioner
in Ontario



G. T. Milne, Montreal,
H. M. Senior Trade Commissioner
for Canada



L. B. Beale, Winnipeg,
H. M. Trade Commissioner
in Western Canada

one each for Australia, New Zealand and South Africa. Each Trade Commissioner has the assistance of a number of Imperial Trade Correspondents situated in various districts of the Dominions concerned.

"The work of the Trade Commissioners was under investigation by the Dominions Royal Commission. In their report, issued in February, 1917, they made strong recommendations in favor of an increase in the number of trade Commissioners in the Dominions and of an extension of the Trade Commissioner service to other parts of the Empire. The Board of Trade had simultaneously been engaged on a scheme for the strengthening of the service, and it was decided to increase the number of Trade Commissioners from four to fifteen or sixteen. Under the new scheme, so far as the allocation of posts has been decided at present, it is proposed that four of the Commissioners shall be stationed at important centres in Canada, the senior of them dealing also with trade in Newfoundland; two Trade Commissioners stationed in Australia and in New Zealand; two in South Africa; two in India; one in the West Indies; one in the Straits Settlements, and one unattached to any definite station overseas but available in the Department for any special service.

"As a final comment on the value of the Trade Commissioner Service, attention may be called to the following resolution passed unanimously on the motion of General Smuts at the Imperial War Conference on April last: The Imperial War Conference welcomes the proposed increase of the Board of Trade service of Trade Com-

from time to time to the Department of Overseas Trade and to the governments of such parts of the British Empire as may invite them to do so, on all matters affecting, or likely to affect, the trade, industry and commerce of their area that may come under their notice.

"The Trade Commissioners are also directed to furnish information in regard to tariffs, subsidies, bounties, contracts, open, or likely to be open, for tender, the opening of new industries, the extension of public works, financial and trade conditions, and other matters of commercial interest, whilst they are to report, as occasion required, on the nature and extent of foreign competition in the local markets so far as it affects British trade.

"An important part of the work of the Trade Commissioners is to compile and furnish periodically the name of principal importers or buyers of British goods in the different localities of the area in which they act, with an indication of the classes of goods in which they deal, and also to compile an agency record in respect of firms or persons holding agencies for firms domiciled in the various parts of the British Empire and in foreign countries, supplemented by lists of firms or persons desirous of acting as agents for firms domiciled in the various parts of the British Empire.

"The Trade Commissioners in addition to many other duties are to endeavor to establish and maintain cordial relations with the governing authorities, as well as with other government officials and with trade associations in their areas, in order to secure their co-operation and assistance so far as it is practicable."

Will be Able to Sell Much Timber in Europe

Canada Can Dispose of All She Can Deliver in Next Two or Three Years Provided Stock is Cut and Manufactured to Requirements of Foreign Trade

In an official report from London, England, made a few weeks ago on the prospects of the development of Canadian timber trade with Great Britain, and more particularly regarding the forest products of British Columbia, some interesting facts are presented which will be read with interest: The production of Home Crown timber in the United Kingdom during 1918 proved of enormous value in conserving tonnage, but immense quantities had been cut. One more year of cutting at a similar rate would have depleted the British forests to a very dangerous minimum and it was evident that in 1919 it would be necessary in any case to import more timber than in 1917 and 1918.

From what source would it be possible to obtain such timber Northern Europe was a doubtful source owing to the submarine menace, and the chaotic conditions of those timber producing regions. True, several cargoes aggregating a considerable amount arrived in England from Sweden and adjacent countries, but not in anything like the quantities required. The North American continent was the next nearest source. Eastern Canada and the Southern Pine region would be the obvious first choice because of their geographical location; the Pacific Coast the next choice.

Change Made by Armistice

Thus while England was preparing for another year's purchases under war conditions the armistice was signed, and war conditions suddenly changed to a condition of "Stand by" midway between war and peace. The cessation of hostilities had not diminished the need of imported timber in England; rather it increased perhaps not the immediate present need, but the very near prospective need consequent upon demobilization, and the employment of men—but sources of supply hitherto cut off became available. Thus the Baltic ports could ship timber. Thus, many of these ports would soon be ice bound for a few months, but the most southerly of the Scandinavian ports could ship right along.

Bearing in mind the chaotic conditions of a great portion of Europe, particularly Finland and the great timber producing regions of Russia, it is safe to say that Canada will have for probably the next two or three years an opportunity to participate in the European timber business.

The total annual requirements by import of Europe in timber in the next few years is difficult to estimate. It may not be much above normal, except in the devastated areas and the speed with which it is required will depend on the rapidity of demobilization which will determine the amount of labor available for reconstruction and new construction.

However, it would be well to point out here that there was no evidence at the moment of immediate and urgent huge purchases of imported timber by either France or England, at any rate not in the volume anticipated by those optimists on the North American continent who had visions of hundreds of thousands of temporary wooden buildings in the devastated areas. This observation applies particularly to France. The big demand in France for imported lumber is likely to commence later on this year. France can supply a very large percentage of her timber requirements from her own forests for immediate consumption. Some authorities estimate that she can supply 80 per cent. of her present requirements, and it is quite possible that Belgium may be supplied for a time partly from Germany.

England as in pre-war days will depend on imports of soft wood for 80 to 90 per cent. of her requirements; and it is to England that British Columbia may look for the bulk of her European business.

Canada will be able to sell to Europe during the next two or three years all the lumber she can deliver on this side provided that such timber is cut and manufactured to the customary requirements of the European trade, and does not cost more than Baltic material, C.I. F., United Kingdom ports. Railway sleepers will form a large percentage of the timber imports for the next two years.

Competition With Baltic Lumber

Present Swedish f.o.b. mill prices are graded at around £23 per standard for 7-in. unsorted, which with a freight rate of £3 gives a c.i.f. price of £26.

In comparison we are offering merchantable at around £10 f.o.b. mill. Commercial freight rates from B. C. to the United Kingdom are not quoted, but it is understood the Government timber buyer figures them at £14-10-0 per standard for the past year. This gives us £24-

10-0 per B. C. merchantable as compared with £26-0-0 for unsorted Swedish. All ocean freight rates will, however, drop considerably in time.

The difference in our favor, however, does not help us because tonnage to lift the B. C. Coast timber is not available except in negligible quantities.

One of the most difficult, if not the most difficult obstacle to overcome in marketing B. C. timber in the United Kingdom is the cost of, and time taken in, transportation. Not only the freight rate per standard has to be taken into consideration, but the time taken on the journey, as well as return cargoes. Vessels bringing Swedish timber to England load British coal on the return voyage. What can B. C. (or any North Pacific port) take by vessel from the United Kingdom, or intervening ports as regular cargo? All these factors will govern the trade. Freight rates from Sweden in normal times will run from 20/- to 40/- per standard, (they are now from £3 to £4 per standard). From B. C. in the period covered by the years 1910-1914 the freights varied from £6-0-0 to £10-0-0 per standard. The time taken on a voyage from Sweden consumes 5 or 6 days. From B. C. via the Panama Canal not less than 2 months, probably more (slow cargo steamer or auxiliary schooner). Time will gradually be less of a governing factor as supply of shipping equals the demand, but it certainly will be a factor during the next 2 or 3 years of the big timber demand over here. Thus one vessel of 1,000 standards capacity operating the year round from a Southern Baltic port could deliver to England a minimum of 8 cargoes per year allowing for loading and unloading, etc., making a total delivery of 8,000 standards. The same size vessel operating from B. C., would not deliver more than 2 cargoes or 2,000 standards per year.

B. C.'s chance to market large quantities of her forest products in the United Kingdom (and equally in France and Belgium) lies in her ability to deliver the goods on the European side during the present period of big demand. If this is possible then B. C. will lay a foundation of continuity of a certain amount of trade after the reconstruction and new construction period.

Then we also have to reckon with competition from Eastern Canada and the U. S. A. If the large cargo tonnage now building in the U. S. A. is used for transporting lumber from the Gulf ports or Washington and Oregon, then Canada with little or no merchant marine would be in an unfavorable position.

British Columbia's Position

For a time, availability of shipping will determine the quantity Canada can send to Europe, but the shipping position will get easier right along and may be normal in two years or less.

In normal times the importation of timber by the United Kingdom exceeds two million standards annually. The percentage of this which British Columbia can supply will be limited only by her ability to deliver and meet c.i.f. prices from the competitors and her willingness to suit the requirements and sizes desired in this market.

Douglas fir and more recently silver spruce are the best known species from the Pacific Coast but for many uses I see no reason why Western red cedar and Western hemlock should not find a ready sale. The use of these latter two woods will, however, depend upon further extensive educational work. The worth of Douglas fir and silver spruce is well known here, and with them it is almost entirely a matter of salesmanship and delivery, rather than education.

When the world's supply of tonnage meets the demand the Pacific Slope will still be faced by the lower freight costs operative from the Baltic, Eastern Canada and Gulf ports. Our lower costs of production may wipe out the difference in transportation costs to some extent, but until the competing sources of supply show signs of failing to meet the demand one doubts whether after the next five years, and under normal trading conditions, the Pacific slope will obtain very much of the European trade, excepting the larger sizes, railroad sleepers, and especially clear grades. In the ordinary and wider uses for which soft wood timber is needed such as house construction which mainly takes the lower grades, Sweden, Finland and Northern Russia will control the European market for many years.

Without doubt the building and other timber consuming trades of England, Belgium, and France, will be much busier than normal during the next four or five years, and during that period the timber industry of British Columbia would, it seems, be well advised to take ad-

vantage of the abnormal demand in the European market. In this connection it is interesting to note the opinion expressed by a leading British timber trade publication (Timber Trades Journal) which under date of January 4th remarks that before the war Britain's largest source of supply for softwoods was Russia, and that there is not the faintest chance of Russia being in a position to ship timber, except in very small quantities, for a very considerable period. The Journal adds that for several reasons it is likely that Canada will, during 1919 and 1920 assume a position as regards timber supplies to the United Kingdom far more important than she held before the war. The Journal's remarks no doubt apply principally to Eastern Canada, but B. C. should be able to take her share of the Canadian trade. Moreover, every foot of timber exported from one Canadian region means a better domestic market for timber from another Canadian region. Bearing this in mind and in view of the fact that Eastern Canada has for some time, and is still, producing far less timber than normally, the Eastern Canadian market for B. C. timber should increase very rapidly. I should add that in the view of the Timber Trades Journal, Russia will with further development and under sane government be the chief wood exporting nation, not only in Europe, but to many of the world's other markets.

It would, therefore, appear quite possible for British Columbia to enjoy a fairly large volume of trade in Europe for the next few years during the big demand in the consuming countries, and the period of short supply from the producing European countries. After that, B. C. will have more trade with Europe than in pre-war days.

Retail Lumbermen Exchange Ideas

Representative Gathering of Local Branch No. 6 Held at Georgetown Results in Benefit to All.

An interesting and profitable meeting of the local branch No. 6 of the Ontario Retail Lumber Dealers' Association was held in Georgetown, on Good Friday, April 18th. The gathering was convened through the activity and energy of the local secretary, J. B. Mackenzie, of Georgetown, who thoroughly believes in co-operation. Mr. Mackenzie entertained the visitors at luncheon at his comfortable home, and a splendid business session was held afterwards in his office. J. A. Matthews, of Orangeville, chairman of the district, presided. The proceedings were largely devoted to a consideration of various details of trade conditions and business management. A number of interesting points were brought out, and as a result of the interchange of ideas, the members carried away with them a number of valuable and practical suggestions.

The way in which retail lumbermen keep track of the material which leaves the yard, was one of the first subjects discussed. Record forms were displayed and discussed and some of the members received useful ideas to take home and apply in their own yards. This led to a discussion of cost accounting and consideration of the various elements which enter into cost.

The bearing of the cost accounting problem upon a dealer's credit rating was suggested by Mr. Mackenzie. It was a great thing, he said, to get a good credit rating. He had his affairs in such shape that he was able once a year to make out a financial statement as a basis for his credit rating. He believed that if the retailers knew their costs properly they would then be able to get a profit. It was all a matter of education in cost accounting. With dealers all making a profit based upon proper cost accounting it would make no difference if one dealer found that another was coming into his territory. The thing that made trouble was when dealers went into each others' territories and cut prices in order to get trade.

Little Fear From the Farmers' Clubs

Farmers' clubs and the trade of the individual farmers came in for an extensive discussion. The members believed from practical experience that the farmers were losing money through their co-operative buying. Definite cases in which the materials bought were more expensive than if the farmers had bought them from local merchants individually were reported. The feeling was that this would continue to be the case so long as the movement lasted, but that on account of the farmer's well known objection to paying too much for his goods, the co-operative buying movement would not last very long.

Mr. A. Henderson, of Cheltenham, laid emphasis upon the value of doing as large a portion of business as possible on a cash basis. Not only did it mean a better line of business with a greater percentage of profit, but if properly handled it would result in a larger volume of business. To illustrate this he said that last year he had commenced charging more for material sold on credit than for material sold for cash. As a result he had done three times as much business and had not put more than one-third as much in his books as formerly.

The meeting concluded with a discussion of trade conditions

which developed the fact that the outlook is bright and that during the previous few weeks there had been a considerable improvement in the demand.

Vaccination for all N. B. Lumberjacks

The Public Health Act was recently considered by the New Brunswick legislature and an amendment introduced to the effect that all men in the lumber camps must now be vaccinated. Under the new provision employers are held responsible for eventualities if employees are not all vaccinated. New Brunswick has in the past suffered considerably from outbreaks of smallpox which have cost large sums of money to suppress. In considering the bill, Hon. Dr. Roberts stated that it was deemed advisable to get at the source of the disease—usually lumber camps and mills—and vaccinate the employees. The discussion was a lengthy one, and some vigorous objections were raised by certain lumbermen.

James K. Pinder, M.L.A., who is a lumberman, declared that if the government put the measure into force, it would lessen its day by one year at least, and so benefit the country to some extent. It is proposed that the new regulation shall be imperative for a year.

Hon. J. P. Burchill stated that no operator in the lumber woods would employ a man who was liable to introduce smallpox into a camp. The operators had been taught a severe lesson by the losses experienced from an outbreak a few years ago. But it would be a hardship to compel each operator or employer, when hiring men for the woods or the drive, to inquire of each man whether or not he had a certificate of a successful vaccination, and to see that each one had one. Men often were hired in a hurry as time was an important factor, and it would be difficult to apply this provision. It would cause serious inconvenience if it was workable at all. The concluding part of the section made the employer liable for smallpox expenses in the event of an outbreak of the disease. He considered this a most harsh and drastic provision.

Hon. Dr. Roberts said he felt and feared that his hon. friend had not looked into the subject from all sides. He had not had an opportunity to speak to his hon. friend with regard to this matter, but had discussed the subject with other lumbermen, and without exception they had told him that if this measure would clean smallpox out of the lumber camps, to put it into effect. The lumbermen had lost thousands of dollars through this disease and knew what it meant. The provision complained of would have to be put into effect only two or three times to produce general vaccination of employees of the lumber camps and the elimination of smallpox. Old camps had been found to be a source of the disease, and men coming from them aided in transmitting it. Means of this kind must be adopted to stamp out smallpox or else compulsory and general vaccination must be adopted throughout the province. The disease had cost the province and the municipalities thousands of dollars. Only two or three years ago the province had to issue bonds to the amount of \$80,000 or \$90,000 to pay smallpox bills. And in his office at the present time were bills amounting to \$125,000 to \$130,000 in smallpox bills which had been or would be paid by municipalities.

Hon. Mr. Burchill said he did not desire to minimize the effect of smallpox and was willing to assist in its repression and control, but he believed that some method other than that outlined in the section must be taken. He believed that compulsory vaccination would be better. He could give an instance of the hardship which would be worked if this section went into effect. If a man came to him for employment without vaccination, and he sent him to a doctor to be vaccinated, how long would it be before the man would take up his employment, or he, as an employer, enjoy the advantages of his service?

Disposing of Large Stock of Spruce

The Woodstock Lumber Company, 131 State Street, Boston, Mass., who are manufacturers of spruce, pine and hemlock lumber with a daily output of 350,000 feet, are making a special offering of Canadian spruce ready for immediate shipment. Their mill is within 300 miles of St. John, the same distance from Montreal and Quebec and the stock is all dry and well manufactured being last year's sawing. The firm announce that this material must be disposed of at once as the mill will commence the season's operations on the 1st of May and the lumber must be moved quickly.

The sawing of lumber in Canada, as compared with the practice in Great Britain, is quite a different proposition, as the lumber here is converted from the round log, while that on the other side is merely resawn to a great extent from the 3 inch deal. While very fine sawing may be done on this side, as a general rule, owing to the enhanced value of the lumber when it reaches the other side, the further conversion is effected with fine saws to effect the elimination of waste.

Ontario Possesses Great Timber Assets

Ready to Supply Generous Portion of Overseas Requirements—Value of Annual Harvest of Forest Products is \$40,000,000

By Hon. G. Howard Ferguson, Minister of Lands, Forests and Mines



Hon. G. Howard Ferguson, in charge of Ontario Forests

The Province of Ontario possesses in an unusual degree all the elements essential to the maintenance of the four great basic industries that make for national greatness. The Field, The Forest, The Mine and The Stream.

The recognition of this fact is antecedent to any discussion of lumbering in Ontario. That industry has been seriously affected by the war. When hostilities began lumbering gave way to the more immediately essential industries; incident to the support of our national effort in the great struggle, export orders declined and operations were practically restricted to domestic

requirements. But with the advent of peace, Ontario's lumber industry should be a large factor in the work of reconstruction.

Ontario can legitimately claim a large portion of the post-war orders that are apportioned to Canada. Ontario gave to the war in men, money and subscriptions to Canada's loans, practically one-half of all Canada's contribution. Ontario produced in foodstuffs and manufactured articles half of what was produced by the Dominion of Canada and at this moment when France and Belgium, Italy, Serbia and Roumania are preparing to restore their war stricken areas, Ontario stands ready to supply a large part of their needs.

What does this mean? It is not to be expected that those countries that have maintained an "impartial" neutrality during these years shall now step in and profit, as they did profit through the necessities of the war, by the trade now available. With demobilization going on the problem here is not how to supply labor to the industries but how to keep labor supplied with work.

To meet the new conditions our export trade will undoubtedly play an important part and not the least among the industries involved is lumbering.

Ontario is in a position to supply for export in addition to meeting all domestic needs, immense quantities of forest products.

The Present Output Can Be Doubled

With greater effort and better organization our present output can be increased 100 per cent. To market that added production requires concerted effort on the part of the lumbermen. The Ontario Government through its London office is assisting to develop this overseas trade. Already a representative of the lumbering interests has been appointed to undertake the important and responsible duties of Timber Commissioner with headquarters at the Ontario Government office, London, England. It is not the purpose of this article to indicate in what manner this work should be conducted, but it should be understood that all the energy and resources of the Government are available to make this departure a success.

The primary object is to increase the volume of industrial trade in the product of the forests. The line of action to bring this about must largely be a matter of discretion on the part of Mr. A. C. Manbert, the Timber Commissioner, who is thoroughly conversant with the trade and conditions in the province and eminently capable of most efficient service.

It is interesting to observe for a moment just what is behind this overseas organization.

The Standing Timber of Ontario

The forests of Ontario comprise some 125,000 square miles, or 80,000,000 acres. The estimated amount of standing timber is as follows:

7,000,000,000 ft. B.M. Pine on licensed lands,
13,500,000,000 ft. B.M. Pine on Crown Lands,
350,000,000 cords of pulpwood, and of this amount
250,000,000 cords are tributary to railways and
waterways.

The approximate value of our annual harvest of Forest Products is \$40,500,000.

In Ontario there are some eighty sawmills of large capacity. These mills saw into lumber and dimension timber immense quantities of pine and hardwood.

As in other lines of manufacture, Ontario's woodworking industries lead the Dominion in their production of material for building. Upwards of six hundred of these factories are in constant operation.

Ontario is ready today to supply ready cut houses, frames, doors, interior finish and all other classes of wood products in large quantities for export.

Within the province there are eleven large pulp and paper plants. The daily output of these mills range from 75 to 400 tons respectively.

Development of Great Water Powers

To further develop this important industry 5,000,000 horse power is available, 700,000 of which is already harnessed and transmitted to the various plants.

The timber tracts of the province are traversed by three transcontinental railways with many branch feeders. There



Marking waney board white pine timber, showing Ontario pine, spruce and balsam in background

are as well thousands of miles of inland waterways providing cheap and easy transportation.

The above facts and figures amply show that Ontario is in an excellent position to take care of the substantial expansion of her great forest industries that must come with the new era in our national life.

Ontario did not wait in war—Ontario will not wait in peace. As our men were in the vanguard of the armies of freedom, so should our business men be alert as the military organization makes way for the pursuits of peace.

Nova Scotia Prepared for Foreign Trade

Active Demand for Vessels to Carry Deals to Great Britain—Looking for Reduction in Ocean Freights—Big Quantity of Timber Cut

By Elihu Woodworth, Parrsboro, N. S.

The lumber trade, which was completely deranged and in some cases entirely suspended by the great war, was not restored to its normal condition by the armistice and is not likely to be, for some time at least, by the signing of a peace treaty or the formation of a League of Nations. Indeed, the condition in this country can never be exactly the same as before, for the closing for a time of the old channels of trade led to the seeking and finding of new markets which, according to present indications, will probably be retained.

The announcement that the embargo upon the importation of lumber into Great Britain was removed recently produced immediate results in this part of the Dominion. All the suitable vessels in sight were chartered at once to load deals for the United Kingdom. But at the very outstart the shippers were confronted with the scarcity of tonnage. Many vessels of suitable size had been built during the past two years, but nearly all of these had been sold out of the country or were employed in other trades. Nearly all of the pre-war fleet had been sold abroad or wrecked and the few, old or new, remaining were mostly under charter to South African, West Indian or South American ports. If the exceptionally mild winter had not permitted the finishing and launching of a number of vessels which were expected to remain on the stocks several months longer it would have been practically impossible at present to secure any tonnage for the Transatlantic trade. Even the vessels launched this year were not all available for this purpose, for some of them were chartered for other trades while they were still on the stocks. Several large schooners, which were to have been turned off next summer are, owing to the demand for bottoms, being rushed to completion and will be launched in the course of a few weeks. Whether the schooners afloat and to be floated will be able to handle the business offering or likely to be offered depends, of course, on the state of the British market. If that market be strong enough to bear the present cost of transportation there will be an urgent demand for more bottoms; if not, some of the vessels not yet afloat may find it difficult to get satisfactory charters.

Freight Rates Are Exceptionally Heavy

The present freight rate in this province on deals to Great Britain is about three hundred shillings per standard. One new schooner has been chartered for three voyages at that rate. This is one hundred shillings less than the top war price, but on the other hand it is about seven times as much as the highest rate paid before the war. It looks as if a greater reduction in rates would have to be made before a very large business can be done, for it seems unreasonable to suppose that the British market will stand very long for such exorbitant transportation charges. When lumber was required for war purposes it had to be had regardless of cost, and ocean carriers had to be well paid for the extra risks they incurred, but with the return of peace there must be a reduction of rates and a limit will have to be reached.

The American market is by no means promising this season. There is no demand at present for boards or scantling, but there is some inquiry for laths, and a few cargoes will be shipped from this province. There has been no call for piling yet, but probably some will be wanted later in the season. It is to be hoped that the American market will speedily recover, for its closing for even one year would be severely felt in this province. Last year the sawn lumber exported to the United States from the port of Parrsboro alone aggregated more than eighteen million feet. There is little prospect of similar operations this season. Some reconstruction and rearrangement will have to be done in the United States as well as elsewhere, and the time does not seem propitious for engaging in building or other enterprises

requiring large quantities of lumber. Many million feet of boards and scantling were used in the Eastern States during the past two years in the construction of military camps and other buildings for which there will now be little or no use. It is quite possible and not at all improbable that many of the now useless buildings will be taken down so that the lumber in them may be saved for other purposes. All lumber that is saved in that way will, of course, lessen the quantity that would otherwise have to be imported, and thus weaken the market to that extent. Altogether, there seems to be little reason to anticipate that the American market this year will be even approximately as good as it was last season.

Season's Cut Was Better Than Expected

If the market for deals should prove even better than is expected, the supply will probably equal the demand. The cut of last winter is larger than it was expected to be, and in some sections the output for the preceeding year is still practically all on hand. In some parts of this province last winter was an ideal season for lumbering. There was all the snow that was needed, but not enough to hinder or obstruct. The weather conditions were so favorable that although the gangs as a rule were smaller than in other seasons, the work done compared well with the output of larger gangs in former years. In a few sections there was scarcely snow enough, and there was a little too much, perhaps, in some localities, but taken altogether and all over the province it was an exceptionally favorable winter for working in the woods.

The state of the lumber market, whatever it may be, is bound to have a marked effect upon the shipbuilding industry. The boom in shipbuilding, almost as much as the manufacture of munitions, was caused by the war. The munition boom in this country and elsewhere ceased when the war ended; the shipbuilding boom may continue for a time on account of conditions caused by the war. It will depend very largely upon the continuance of the abnormally high freight rates and they can only be maintained by a continued demand for carriers. If prices in the British market will justify paying anything near the present rates of freight the boom will continue while the demand for tonnage lasts, but in any case it has probably reached its limit.

Great Activity Evidenced in Tonnage

It is said that more tonnage was launched in Nova Scotia during the last three months than there ever was in the same length of time before, and it is very doubtful whether as many wooden vessels will ever be turned off again in the same period of time. Meanwhile the shipbuilders who have vessels under construction are rushing them forward as quickly as possible, while others are having a season of "watchful waiting." While the present condition of uncertainty lasts very few keels will be laid. Where new vessels are required for a special purpose, such as fishing for instance, they will be built, but very few will be turned off on speculation. Materials and wages are too high to make it safe to build vessels on a falling market on the chance of selling them at a profit. And the chances of getting lower prices seem to be negligible. Working men all over the country—all over the world—seem determined to reduce the purchasing power of money and lessen their own prospects of permanent employment by demanding higher wages and fewer hours of labor. Small wonder that employers hesitate about engaging in any speculative enterprises under such conditions.

The development of the industry depends largely on the attitude of labor, and a wave of restlessness appears to be sweeping all over the world at this particular juncture. How soon it will subside remains to be seen.

How Canada's Timber Limits are Cruised

The Forest Engineer Has Brought Technical Training to Bear on Problem and Expanded "Timber Cruise" into "Forest Survey"

By P. L. Lyford, Clark & Lyford, Forest Engineers, Vancouver, B. C.

Most lumbermen, or persons interested in timber, understand that a "timber cruiser" is one who estimates the quantity and quality of logs or lumber contained in standing trees. He is also expected to advise as to topography, logging conditions, and anything else his employer may require to know, which has a bearing on the ability of the tract under consideration to produce logs profitably.

No doubt the earliest logger was somewhat of a timber cruiser, but he would not have known himself by that name. It was at a much later day, when the timber "looker" went out on long trips with a map for a chart and a compass as the most indispensable part of his equipment for roaming the trackless forest that someone likened him to a mariner who,

proportion of the area, to furnish averages for applying to the whole area.

The details of procedure for most cruisers in determining the scale of a tree is somewhat as follows: Estimate the thickness of the bark, and determine the diameter of the butt of the first log inside the bark. (This is not so easy to do on the Pacific Coast, where the bark varies from ½-inch on small spruce trees to as much as a foot, in some cases, on large Douglas fir trees). Calipers or diameter tape may be used to measure diameter outside the bark. Next, the taper of the tree is estimated so that the diameter inside the bark at the end of the first log may be determined. (To get at the number of board feet in a log, it is necessary to know the length of the log and the diameter inside the bark at the small end). This is repeated for each log until the top of the merchantable length is reached. A few inches extra must be allowed for the length of each log in order to provide for full even lengths of lumber when the log is sawed. Now the measurement for each log having been determined, it remains only to read the scale in feet for each log from the log rule table and add the logs together to get the scale of logs in the whole tree. The tree has, in the meantime, been scanned for signs of defect, or outward indications calling for a reduction in the scale.



P. L. Lyford, Vancouver, B. C.

similarly, finds his way on the pathless sea, that the term "cruiser" was applied to him. It was an apt comparison, and the term "stuck".

The quantity of standing timber is usually expressed in board feet, according to the log rule used in the locality concerned. There are some exceptions to this, notably the pulpwood regions of the Eastern United States and Canada, where the cord is largely used as a unit of measurement. The cord is also used on the Pacific Coast for measuring cedar bolts for shingles. Theoretically the log rule gives the number of board feet that the logs will produce in the form of sawn lumber. In practice, this is rarely the case, because of imperfections in log rules, errors in allowance for defects, or curved, crooked, or broken logs. However, the cruiser must report in board feet, and it is obvious that his results will always be somewhat less than exact.

In the early days, (and even now, to some extent), the timber cruiser frequently estimated comparatively small areas by eye, simply wandering through the tract more or less systematically, and making up his mind by comparison with similar tracts with which he was already familiar that this one would run so many thousand feet to the acre, and multiplying this by the number of acres in the tract to get the total stand of timber. Usually, however, in recent years, practically all cruisers make an estimate of the individual trees on a certain



Western Red Cedar, British Columbia

When such suitable deduction has been made, the final result should be close to the actual lumber content of the tree. This, however, is a slow process, and not many cruisers take time to do the work so thoroughly. After the eye has become trained to sizes and lengths, a somewhat prolonged glance at a tree enables the cruiser to make up his mind as to the scale of the logs, and the amount for the tree is put down in round numbers. Many cruisers also note the percentage of grades, either of logs or lumber.

Trees are tallied in this way, over certain areas, either

in the form of strips or sample plots. The trees are tallied on a strip by following a straight compass line, and including all the trees for 33 feet ($\frac{1}{2}$ chain) on both sides of the line, so that a one-chain wide sample of the stand is obtained, and when this has been done for a distance of ten chains, the trees on one acre have been tallied as to board feet contents. The



Felling operations in heavy stand of hemlock, British Columbia Coast Region

average stand for a number of acres is obtained in this way, and when a certain proportion of a "forty" or a quarter-section, or a square-mile section has been covered, the average is applied to the whole area. When the sample plot method is adopted, the sample plots are generally taken in $\frac{1}{2}$ -acre circles, and located at regular intervals on the cruise lines. The strip method is more satisfactory, however, and is much more widely used.

Methods of Field Work Differ

The results of the work of the timber cruiser range from simple columns of figures giving the kinds and quantities of timber, to a fairly elaborate map with elevations marked, and cruise figures recorded directly on the map, accompanied by a written report. Methods of field work and form of presenting results vary widely, according to the personal experience, character, and ability of the individual cruiser.

The demands of timber owners, lumbermen, and loggers have led many cruisers into the habit of working on rather a wide margin. Often a man who has timber to sell, is, of course, eager to see as high a cruise as possible on his timber land. On the other hand, a lumberman who wants a report on timber which he intends to buy and operate, demands a considerable margin of safety and consequently thinks most highly of the cruiser who turns in a figure well below what he will cut off the tract when he operates. This has resulted in an uncertainty among timberman and investors as to the validity of cruise reports in general, because of extreme variations in

reports on the same tract, due to variability in standards and methods.

What the cruising profession has lacked is engineering training, with its resulting standardization of methods. The forest engineer, who is the modern timber cruiser, has brought his technical training to bear on the problem, and expanded the "timber cruise" into a "forest survey." The chief points of difference between the two are that the forest survey includes topographic (contour) maps, based on a series of systematically located compass lines, and a more extensive use of measurements as a basis for determining volume in board feet.

The Employment of Volume Tables

The first necessitates the establishment of base lines, carefully chained and leveled, and marked at five or ten-chain intervals for cruise lines for this important work. The cruise lines are run from one base line to the other at whatever intervals have been decided on, usually ten chains apart. For smaller areas and patchy timber a closer spacing is obviously desirable. Likewise for large areas with extensive uniform timber types, wider spacing may be used. Complete record is taken of all stream crossings, rock outcrops, elevations, etc., and the timber is tallied for 33 feet ($\frac{1}{2}$ chain) on each side of the line.

If the spacing of cruise lines is 10 chains apart, the parallel cruise lines (on which a complete tally of timber and other



View of Timber in British Columbia coast region. Trees from left to right are: 5-ft. Douglas Fir; 5-ft. Fir; 3-ft. Cedar; 5-ft. Fir; 3-ft. Cedar; 5-ft. Fir; 3-ft. Hemlock; 6-ft. Fir; 5-ft. Fir; 5-ft. Fir.

data are taken) will, of course, occupy 10 per cent. of the tract. Where the spacing is 5 chains, 20 per cent. of the tract is covered. For any but very small areas, a 20 per cent. cruise is sufficiently accurate even for high-priced stumpage.

The second brings in the use of "volume tables." A volume table for any kind of timber, Douglas Fir, for example, is a table that gives the average scale for Douglas fir trees ac-

(Continued on page 169)

Work of Forest Products Laboratories

Increased Knowledge of Uses of Canadian Woods and Value of Tests and Research Outlined—Anatomy and Physical Characters of Leading Species

By Dr. J. S. Bates, Montreal

Words and phrases, like drugs, lose their power after much repetition and the phrase "Conservation of Natural Resources" can only stimulate the imagination if new meaning or importance can be read into it. The association of "Conservation" with "Reconstruction" may give the former an added importance, but if the word represents only a number of recommendations for the economic regulation of production it will have but little force. But "Conservation" represents more than this. It represents also the economic utilization of products. To sell a raw material for a use for which it is not particularly suited when it would be more valuable for another purpose is hardly good business, but it is a habit in nearly every industry. To waste a material which a little investigation might show to be useful is distinctly bad business.

Conservation of Canada's second greatest resource requires, therefore, increased knowledge of its possible uses and it was a realization of this need for accurate information concerning the properties of the products of Canadian forests which impelled the government of Canada to establish the Forest Products Laboratories of Canada at Montreal.

These laboratories are conducted by the Forestry Branch of the Department of the Interior in co-operation with McGill University.

The Scope and Purpose of Institution

The general aims of this institution are as follows:

1. To test all Canadian commercial woods with respect to their physical, mechanical and chemical properties.
2. To study the causes of the decay of wood and test methods for the preservation of wood.
3. To study the fundamental problems concerning the manufacture of wood-pulp, wood alcohol, acetic acid, essential oils, resins, and other products obtained from trees.
4. To find methods for the utilization of wood waste.
5. To provide free information on the properties and utilization of all forest products.

In order to conduct research in these directions the Forest Products Laboratories are organized into divisions each with its staff of technologists and quota of equipment. These divisions are as follows:

- Timber Physics
- Timber Tests
- Pulp and Paper
- Wood Preservation
- Administration

In the Division of Timber Physics the anatomy and physical characters of woods are investigated. The structure, nature of the fibres and other microscopic characters of Canadian woods are studied and photographed, and the density, hygroscopicity and shrinkage of woods are determined. The decay of wood is studied in a special laboratory and also by visits of the pathologist to mills and other buildings where rot has occurred. The causes of decay and the conditions which favour them are thus studied from all angles.

The work of the Division of Timber Tests consists in making various tests to determine the strength of Canadian woods. An extensive programme of tests on small specimens free from defects has been undertaken with a view to the provision of a basis for comparisons of the properties of all native species and results are already available for Douglas fir from British Columbia, red and white pine from Ontario and black and white spruce from Quebec. Supplementary tests on full-sized commercial structural timbers are also made. For this work the institution is fortunate in having access to the very completely equipped testing laboratory of McGill University.

As a war-measure a branch timber-testing laboratory was established in Vancouver for investigative work in connection

with spruce timbers for aeroplanes. This branch laboratory will be continued on a peace basis for work on the timbers of Western Canada.

Testing Various Woods for Pulp

The Division of Pulp and Paper is engaged in determining the suitability of various Canadian trees for pulps and the most efficient methods of manufacture. Although it is as a fibrous material that wood is so important a component of paper yet its chemical composition is also a most important consideration and the staff of this division is engaged in research into the properties and composition of the various chemical constituents in the different species.

Experimental digestors are used for "cooking" experiments and a new "semi-commercial" pulp mill is being equipped for work on a larger scale. A very complete paper machine is installed for the completion of the cycle through which wood passes in its conversion into paper. This experimental pulp and paper plant is probably one of the most complete in existence.

In addition to experimental work this division has just completed for publication a complete study and review of all literature bearing on the Waste Sulphite Liquor problem.

The Division of Wood Preservation is occupied with the determination of the proper preservative treatment of various Canadian woods.

This division is not only engaged in finding the relative values as preservatives of the various substances which have been suggested or are in actual use for the purpose, but makes numerous tests to determine the most suitable procedure with each species of wood. For this purpose is provided a small but complete plant for the treatment of railway ties (sleepers), paving blocks, etc., by injection of preservatives under pressure and some valuable results have developed from experiments carried out by its means.

Processes for the fireproofing of wood are also under investigation by this division.

Scientific Development of Forest Products

The work of Administration includes the collection of information and management of the library which is a valuable up-to-date repository of technical information on the properties and utilization of all forest products. This library is, of course, of the greatest value to those engaged in the work of the laboratories but may also be consulted by any one interested in the characters, uses and manufacture of all tree products.

The work of such an institution is naturally of such a technical character that it would seem to have little interest for the general public, but a visit to the Exhibit Room at the Laboratories will convince anyone of the enormous scope and value of the scientific development of forest products. There are other exhibits outside the laboratories and even at the Lyons Fair the institution represented by a display of Canadian woods and products.

As the work and purpose of these laboratories becomes known the work of answering enquiries become greater, but this is recognized as one of the functions of the institution. Any person desiring reliable information concerning Canadian forest products should therefore make use of this public service with the assurance that every effort will be made to supply the most recent information obtainable. Increased use of the institution in this way by the industries concerned is the ultimate justification for its adequate financial support by the government and improved service in the future can be best secured by utilization of its present facilities by exporters, importers and manufacturers of Canadian forest products.

Promising Outlook for Nova Scotia Lumber

Export Trade Will be Limited Only by Shipping Available—Value of Forest Products During Past Season Reached Over \$18,000,000

By Hon. O. T. Daniels, Attorney-General of Nova Scotia and Minister of Crown Lands



Hon. O. T. Daniels, Attorney General for Nova Scotia

Lumber was first exported from Nova Scotia in any quantity during the Napoleonic wars, early in the nineteenth century. It will be recalled that following the battle of Jena, when Napoleon humbled the power of Prussia, he issued from Berlin the famous Berlin decrees which forbade the nations of continental Europe to trade with Great Britain. Up to that time Great Britain was largely dependent upon Norway and Sweden for her supply of ship building timber. When the Napoleonic decrees cut off that supply she turned to her North American colonies for this commodity. Presently

Pictou and Lunenburg, Chatham and Newcastle and many other seaboard towns began the export of large quantities of timber, thus laying the foundation of future prosperity.

After the opening of the great war a remarkable similarity of circumstances arose. The Baltic Sea was blockaded by German warships. Mine fields were laid indiscriminately in the North Sea. Thus the supply of timber to Great Britain from the Norwegian countries and from Russia was once more cut off. Again it was to Canada that Britain looked for supplies and immediate preparations were made to furnish these. Great Britain and France purchased about one billion feet of lumber from the various Canadian provinces, but ships could not be spared for transportation of such bulky cargoes across the Atlantic.

Lumber Trade Held up Well During War

Were it not for the lack of shipping accommodation the past four years would have been the most productive in the history of the Nova Scotia lumber trade. As it was, the allied countries, failing to secure lumber from Canada, collected lumbermen instead and set them to work in the forests of England and France. The service rendered by these workmen should not be overlooked as their activities furnished a requisite supply of a most essential war material.

Despite the scarcity of shipping and the drafting of skilled lumbermen for service overseas the lumber trade of Nova Scotia held its own remarkably well throughout the war period. During the season of 1917-18 about 200 million feet were cut, while during the winter of 1918-19 the cut has been about 250 million. Last year the home market consumed about 150 million feet while the average home consumption for the past five years was about 100 millions. The local market consumes scantling and side boards for building purposes and very large quantities of staves and boxes for apples and fish, pit timber, railway ties, ship-building materials, and dimension stock for our local railway car builders. About one-half the lumber output of Nova Scotia consists of spruce, twenty per cent. of pine, twenty per cent. of hemlock and ten per cent. of hardwood.

The value of the lumber trade of Nova Scotia has generally been estimated at about five million dollars annually. I have gone into this matter carefully of late and find that the actual value has been greatly under-estimated.

Value of Nova Scotia Forest Products

The following list gives the estimated value of forest products for the province during the present season compiled from the best sources of information available:

Lumber	\$8,755,000
Cordwood	5,250,000
Staves, fish, apple, potatoes, barrels and boxes	500,000
Pulp	400,000
Christmas Trees	50,000
Hoop Poles	50,000
Pit Props and Booms	600,000
Telegraph and Telephone Poles	50,000
Railroad Ties	500,000
Poles, Rails, Stakes, Posts and Boards for fences	500,000
Ship Timber and Knees, etc.	1,000,000
Laths	150,000
Wharf Timber and Piling	100,000
Shingles	100,000
Miscellaneous as Weir Stakes, Clothes Pins, tan Bark, Maple Sugar etc.	100,000
Total	\$18,905,000

Up to March 31st of this year the Imperial government had control of all lumber shipments from Canada. Now, however, sales may be affected in the open market. A large



Typical stand of timber in Nova Scotia

proportion of the stock bought by the British government is still in the country and will doubtless be exported as the necessary shipping can be procured. The freight rate is three hundred shillings paid in advance. The price asked by operators is \$35.00 per thousand on car. The exchange amounts to about \$1.20 per thousand of lumber. Nevertheless the margin of profit over all expense is sufficient to justify business provided ships can be procured to transport the cargoes. The surplus cut on the Bay of Fundy side of Nova Scotia is exported at present chiefly through the port of St. John. The quantity of lumber stored at that port, sold awaiting shipment, would require at least two steamers a week for a whole year to remove.

Of the export from Nova Scotia seventy-five per cent.

consists of spruce, ten per cent. of pine, ten per cent. of hemlock and five per cent. of hardwood. We export three inch deal and scantling for the British market, spruce and pine log run boards for the West Indies and two inch plank for the American market.

Export Reduced During the War

Up to 1917 Nova Scotia exported about 100 millions yearly to the United States, the West Indies and Great Britain, but during the past year by reason of the import restrictions in Great Britain and the slack American market our export was reduced to a minimum.

It is frequently said that the forests of Nova Scotia are becoming depleted. There is undoubtedly a danger of depletion on the properties of some small holders who own their lands in fee simple and make use of small portable mills. The use of these mills frequently leads to the cutting of all timber great and small. In general, however, the large operators now cut in accordance with the principles of conservation. The territory owned by large operators is, however, inferior in area to that owned by small holders so that a campaign of education among the woodlot owners is necessary.

As a beginning during the past summer the Crown Land



Nova Scotia has some big fellows, too

Department of the Nova Scotia government prepared an illustrated booklet on the care and improvement of the farm woodlot and distributed it among the farmers of the province. If our Nova Scotia forests were protected against fires the natural growth would more than compensate for the annual cut in all districts where intelligent lumbering methods are followed.

The outlook for the lumber trade in Nova Scotia is exceedingly promising. A large quantity of building material will be required in reconstruction work at Halifax and in belated building construction in the other towns of the province. It is believed that the export trade to Europe will be limited only by the shipping available. The United States markets at present are dull but the South American market will absorb large quantities as soon as the present high shipping rate of \$65.00 a thousand will be reduced.

How Canada's Limits Are Cruised

(Continued from page 166)

cording to diameter breast-high, (i.e. 4½ feet above ground) outside the bark, and merchantable length. Thus, from a volume table prepared by the United States Forest Service, one can read that a fir 36 inches in diameter, and having a log length of 170 feet, contains on the average, 2020 feet if scaled with the Scribner Rule. The volume table is made up from a large number of measurements of trees of all sizes, taking the diameter breast-high outside the bark (which can always be actually measured and, therefore, does not need to be estimated) and the scale of the whole tree by logs, according to the log rule. Of course, these measurements are taken from felled trees, and the scale of the trees 36 inches in diameter breast-high, for instance, is averaged, so that one volume figure is obtained that will apply to all trees of that species 36 inches in diameter, and within a certain range of merchantable height.

Keeping Tally on the Species

In using a volume table it will be borne in mind that its figures are average figures, and that local measurements must always be taken on each tract so as to determine whether the timber on the particular area cruised will scale better or poorer than the average shown by the table, and how much better or poorer.

From 80 to 95 per cent. of all sound trees of any species within any type of stand fall within a normal range of variation as to form of bole, and the relationship between base diameter and average volume can readily be determined by taper measurements on a comparatively small number of trees within each type, in conjunction with volume tables based on taper measurements of large numbers of trees. The base diameters of these sound, normal trees are tallied as measurements, giving an impersonal volume control of the sound timber. Allowances for abnormal form and visible defect are tallied by trees as opinions. Allowances for unseen defect, breakage in falling, and other shortage, are made by types, or other subdivisions, rather than by trees.

Resume of the Results Presented

The form in which the results of a cruise, or forest survey are presented, is an important consideration. A topographic map, with contours, and timber types distinctly outlined, is most essential. This furnishes a bird's-eye-view of all conditions of interest to an owner, operator, or prospective purchaser. The cruise figures may be put directly on the map, or tabulated separately by units of area. A separate cruise sheet or sheets furnish a compact summary of kinds, quantities and sizes of timber. A written report covers all points not graphically shown on the maps and cruise sheets, including a discussion of logging conditions, markets, etc. The whole is calculated to give the following results:

1. A reliable basis for valuation.
2. A basis for an effective plan of operation.
3. The best possible location of roads, camps, and other improvements.
4. A reduction in loss from windfalls and normal decay. The felling areas can be adjusted with reference to the need of promptly cutting damaged or overmature timber.
5. The preservation of knowledge relating to the property. Without a survey system, much information may depart with those who happen to possess it.
6. Reduction in loss incident to change of management in an operating company. An adequate forest survey provides a new manager with a mass of essential knowledge ready for his use.
7. Efficiency of fire protection system.

The cost is not the least important point in connection with forest surveys and cruising, though it has been left until the last. The charge for a complete showing as outlined above, rarely exceeds 2 cents per thousand feet, and usually is nearer one cent.

Export Trade Viewed from Many Angles

How Representative Firms Look Upon Prospects—Would Stimulate Local Business and Result in Expansion of the Industry

Must Supply the Goods That Buyer Requires

Previous articles in the "Canada Lumberman" have dealt with the early export trade with Great Britain, at which time square timber and staves, easily and cheaply secured, found their way to these markets in large quantities. To-day square and waney timber are still shipped, although in limited quantities. Owing to high cost and increasingly limited supplies, this class of wood has a restricted market, and shipments from Eastern Canada will probably be curtailed rather than increased during the next few years.

Certain classes of timber required for war purposes were used during the period of the war, and as soon as Government control is removed and free shipping is again the order, certain classes of timber, held back during the period of hostilities, will soon find their way across. The British markets have long been users of Canadian Pine lumber and this wood requires little, if any, introduction to the merchants there, the question of C.I.F. value being the final test of the extent of its use.

The British user is conservative and only uses Canadian lumber graded into qualities with which he is conversant; he is the big buyer of Russian, Norwegian and Swedish, lumber advantageously situated in relation to transportation, and it is very evident the Canadian manufacturer or merchant must supply the goods the buyer requires.

Another most important matter relative to export of lumber, is the facility with which large quantities can be supplied to ocean steamers. All familiar with this trade are aware of the necessity of having cargo available at the point of loading at short notice.

From the writer's view point, the best way to make the lumber trade more active is to keep the f.o.b. price down and the safest way to develop the market is through the regular trade who know the requirements. It is certainly a mistake for the inexperienced to consign lumber to markets he is unacquainted with, as the results are as, as a rule, disappointing.—H. Billingsby Poliwka (J. Burstall & Co.), Quebec, P.Q.

* * *

British Columbia Looking to Panama Canal Route

I do not share the popular view held among lumbermen that this Dominion will be materially benefited by the export trade to France and Belgium. To begin with France has nearly enough standing timber for her immediate demands and Belgium and France will draw some of their supply from nearby points like Norway and Sweden; they will also draw a portion of their supply from the Yellow Pine district in the Southern States, while unquestionably if we go after the business we can secure a portion of it providing we can secure ships under a favorable charter or low freight rates.

The United Kingdom will need an unusual amount of lumber for two reasons. First, their stocks, to a large extent, are depleted; and secondly, an unusual demand on account of the building era that will follow after the declaration of peace.

Our three largest export mills here are the B. C. Mills Timber & Trading Company, at Vancouver, the Victoria Lumber Company, at Chemainus, and the Vancouver Lumber Company, at Vancouver, in the order named. There is a steady and increasing demand for lumber in China, and normally, we have a good market in Australia, South America, Mexico, and even South Africa, but they are all afraid to buy, owing to the high freight rates. However, this condition has been relieved to some extent by a marked reduction in rates, and we are looking for a still further reduction.

Another large item of interest to the export trade and especially for B. C. will be shipments of lumber through the Panama canal to the Atlantic seaboard. Negotiations are under way now looking forward to secure boats for the purpose of shipping dimension lumber, box lumber and green shingles

to the Atlantic seaboard. We have the standing timber here and the location is such that it can be logged, milled and shipped advantageously to any part of the world, and while the outlook is not any too good at present while the readjustment period is going on, I feel confident that within a reasonably short time we will have a demand for export lumber that will tax the capacity of our mills here who cater to that trade.

Another item of export in its infancy, but growing very fast, is pulp and paper. B. C. is going to be the centre of a large and growing pulp and paper industry, a large portion of which will be exported. I might touch on a few other items, one of which is ship-building, but this has been gone into pretty thoroughly on former occasions.—C. S. Battle (C. S. Battle Timber Co.), Vancouver, B. C.

* * *

More Lumber Exported—Better Local Market.

We are very much interested in the export trade, and it is certainly worth going after by every lumber manufacturer who is in a position to cut his lumber into sizes suitable for that trade. You know, the more lumber we export the better it makes the local market. We do know, however, that there are very few of the white pine manufacturers equipped for cutting 3 in. white pine deals for the English market. It is a business of itself, but any saw mill can manufacture any required thickness of red pine and spruce for the export trade. These woods, of course, go as a merchantable quality and do not require the grading and handling that white pine deals demand. However, the English market in the past has taken from the local manufacturers almost all thickness of lumber, both in red and white pine. The buyers are usually more interested in the upper grades of white pine, particularly lumber thinner than 3 in.

The writer firmly believes that when bottoms get more plentiful that a good volume of trade will develop in France and Belgium and more particularly in the Argentine; the latter place, we understand, for the past four years has only received a very small portion of their requirement in white pine lumber. We also look for considerable trade from South and West Africa.

Regarding ocean freight rates will say that they have been very materially reduced during the past few months.—P. C. Walker (Shepard & Morse Lumber Co. (Canada) Limited), Ottawa, Ont.

* * *

Export Will Have Stimulating Effect on Market.

Owing to our location being mid-way between the Atlantic and Pacific Coasts, it is a difficult matter for us to reach the market affected by the export trade. We understand that there have been some large orders placed within the last few days, and believe this will have a beneficial effect upon the market which has been in an unsatisfactory condition for the last two or three months. While we do not expect any of this export business directly, we expect to be benefited indirectly by the same, as it will have a stimulating influence on the market and keep it from demoralization which threatened the business in this part of the country last year.—Wm. Scott (Pigeon River Lumber Co., Limited), Port Arthur, Ont.

* * *

All Firms Should be Interested in Export.

There is no question but what every manufacturer of lumber in Canada is very much interested in lumber trade of Europe, and we assume there is a movement on between Great Britain and Canada whereby the latter will be called upon to furnish more or less of the former's requirements. We are expecting that Canada itself will require considerable lumber this year, so that no time should be lost by the lumber trade of

Export Trade Viewed from Many Angles

Europe getting in touch with the Canadian manufacturers or vice versa, or better still, getting together. Ocean freight rates should soon be reasonable and conditions favorable for exporting of lumber and other commodities.—W. K. Jackson (New Ontario Colonization Co. Limited), Jacksonboro, Ont.

* * *

Sees Bright Future for the Export Business.

Our firm have never endeavored to secure any export trade before the war or during the war, therefore, we are not in a position to give any intelligent ideas as to the export business. You will, however, appreciate the fact that the export trade from now on will be entirely different than before the war. The writer can see nothing but a bright future for the export trade into the war devastated countries, as it is very apparent that they will be required to use large quantities of all-grades of lumber. We, of course, are not in touch with any direct importers, but are very much interested in assisting any of the associations or the government in securing any portion of the lumber export trade.—E. C. Barré (Cleveland-Sarnia Saw Mills Co. Limited), Sarnia, Ont.

* * *

Government Should Provide the Ocean Tonnage.

In reference to the export situation we would say that we consider it most important our governments should make every effort to facilitate this trade by providing tonnage at reasonable rates. If this be done the business will take care of itself, and we would look for quite a large volume of export business which would be of great benefit to all trades in Canada.—E. J. Harrison (John Harrison & Sons Co. Limited), Owen Sound.

* * *

Everybody Wants to Buy and to Ship.

We believe there is nothing to be said concerning the matter of export lumber except that everybody wants to buy and everybody wants to ship, and all governments are holding back, disallowing the transactions for some unknown reason.—M. Garfield White (Charles T. White & Son Limited) Sussex, N.B.

* * *

Export Will Have Tendency to Create Demand.

As we are not exporters we do not feel that we can give you any information that would be of value to you. The export business will have a tendency to keep the demand good in Canada and the result should be more activity and, consequently, better demand for all labor and material connected with the lines that are being exported.—R. R. Chappell (Chappell Bros. & Co. Limited), Sydney, N. S.

* * *

The Price of Lumber and Building Operations.

The export business is a department by itself and, as a rule, retailers have neither time nor assistance necessary to go after business of that kind. There cannot be any doubt that the large export demand would make it possible to obtain higher prices for domestic goods, as it would remove a surplus which tends to hold prices down. On the other hand, we think that the only thing which deters people from building in this locality, is the high price of wood products and other builders' supplies. Now that labor is more plentiful, we believe that many people would build if they had the inducement of attractive prices, as the general public has not yet become reconciled to the present scale of prices and is evidently holding off, in the hope or fear, that prices may fall.—F. R. Anglin (S. Anglin & Co.), Kingston, Ont.

* * *

What Preferential Treatment Would Accomplish.

As our lumber business is largely Quebec spruce we shall confine our remarks to this class of wood. For many years we have been shipping cargoes of spruce deals to Europe. In fact until eight or ten years ago the great bulk of our production went overseas. Then came the United States demand which, combined with a growing home consumption in Canada, enabled us to place the bulk of our production on this side, until, just before the war, only about 20/25 per cent. of our stock went

overseas. Naturally a seller will place his goods in the market which will net him the most money, and we were generally able to get better prices on this side than could be obtained in Britain, where the competition from the Baltic and Russia kept prices continually on a low level. Moreover, from these points British buyers could practically place orders at any time and could buy in very small lots, and in two or three weeks have delivery of their goods. At the moment, owing to war conditions, of course these pre-war conveniences are not readily obtainable, but the fact remains that, geographically speaking, the United Kingdom's natural source of supply of soft wood is from the Baltic and Russia, and unless preferential treatment is given the Colonies, we cannot see how Canada can compete for any length of time with these countries. At the present time, of course, while the supply from other countries is limited and fairly large stocks available in Canada, Europe looks to be a profitable market, but in normal times, what with heavy rail and ocean freights, a very short shipping season and a long Atlantic journey, we doubt very much if Canada could continue to compete without the assistance of preferential treatment. On the other hand it seems natural that Canada should continue to supply large quantities of spruce to the United States, being well situated geographically, and with the advantage of all rail shipments throughout the whole year, and easy access to New York districts by water via the canals in the summer season.

No doubt the ideal situation would be to have the two markets, and as regards spruce the grading of the lumber in demand in both markets does not materially differ, but the Britisher wants his 3 in. and 2 in. lumber cut plump, whilst the American is accustomed to 2¾ in. and 1¾ in. lumber. This, of course, is a mere matter of arranging the sawing for the one market or the other. In our case the situation of our mills enables us to cut for either one or both markets, which oftentimes is a great advantage, as when one market is weak or overstocked very often the other is in a healthy condition and can absorb an extra quantity, which helps considerably to restore the weaker market.

We certainly like the export business and would be glad to see same established on some workable basis whereby we could depend on a steady and lasting market in Europe.—A. C. Morrison (Price Bros. & Co., Limited), Quebec, P.Q.

* * *

A Government Problem and Should Get Attention

I am sorry to say that I have given the matter little thought as the export situation has so many angles at present that anything that can be said is only a guess at the best. The fact that Great Britain and France will need lumber goes without saying, as their own resources in that line must have been seriously depleted during the war and it only requires two things in my judgment to help them and ourselves at the same time.

One is a method of payment and the other, reasonable cargo rates. France is unable to pay and Great Britain will not want to pay in gold, which is the only medium now available as Bills of Exchange are very much against her and, in my opinion, the countries which can supply her and finance the operation are going to get the business, whether they are her Dominions beyond the seas, allied or neutral countries. And who can blame her?

She comes out of the war in sound financial condition, with good credit, but short of ready money and needs a breathing spell before she can send her goods to all parts of the world to offset her purchases as in days gone by; yet the ordinary Canadian lumberman cannot live on long-time paper and continue to do business.

If the government could provide credit for lumber as well as other necessities, say up to the hundred million dollars, by a sale of British bonds to be devoted solely to that purpose, it would tide our country over a year of doubt to say the least, and supply quickly the stimulus now needed in lumber as well as other articles, and to make them possibly more saleable, they could be endorsed by the government of Canada.

Another alternative would be for the lumber interests to form an association, taking bonds of the Motherland, through the Canadian Government and dispose of them as funds are need-

Export Trade Viewed from Many Angles

ed to pay for current shipments going forward. This would be more difficult to work out but would be a possible solution.

Is it too much to expect of our Ottawa Government that some solution be worked out and not leave it to the individual, as in the latter case nothing will be done? It is a government problem and should have received attention before now.

England will want as little manufactured goods as possible but must have raw material and lumber is essentially that. A billion feet of Canadian lumber going forward during 1919 will certainly help business conditions in Canada and if lumber does not go from Canada, it will go from some other country, as England will undoubtedly have to have it.

Ocean rates are in the hands of the Admiralty and could be placed at any figure necessary. We are shipping certain stocks now on which the ocean and inland rates combined come to a greater total than our invoice, as the lumber was sold f.o.b. cars. This is certainly a handicap for the customer and would tend to throw everything possible to Norway and Sweden with their shorter ocean routes.—J. E. Keenan (Keenan Bros. Limited), Owen Sound, Ont.

* * *

Largely Matter of Transportation and Rates

As far as I know about the export business it is now simply a matter of transportation and rates. I feel that there is going to be a good trade as soon as the transportation companies make a reasonable rate and provide some accommodation.—A. M. Davis (McAuliffe-Davis Lumber Co.), Ottawa, Ont.

* * *

The Best Outlook Appears to be St. John

Most of our sawed lumber is cut at Salmon River, N.B. Our information is that the English market for lumber shipped by way of St. John presents the best outlook for such lumber for this coming season as nearly as we can ascertain. The American market, in which we have sometimes sold, appears dull at present, although it is, of course, quite possible that such conditions may materially change before next fall. Our information is that English deals in the St. John market for export are no wcom-manding a price of \$36 to \$37 per thousand alongside of vessels there. We hope that you will appreciate that we are giving you the best information we have on the subject, although we realize that conditions are liable to change very materially in the course of the next few months.—Charles P. Cowles (Pejepscot Paper Co.), New York, N.Y.

* * *

Northern Firm Heartily Endorses Export

Our lumber all goes practically to our own yards in Saginaw, Michigan, namely, Mershon, Eddy, Parker Company. We have done no export business during our career at Blind River. At a meeting of the lumbermen a short time ago in Toronto, it was agreed to send a representative to Europe to look up the conditions there relative to the export trade. I heartily agree with the idea, as every million feet of lumber that can be sold in Europe would have a tendency to strengthen the market for what we would have left here. The Ottawa lumbermen are in a better position to take care of the export trade than we are, and if they exported their lumber, it certainly would make a stronger market for our lumber on the North Shore. I certainly hope there is a big export trade, which will help the lumber business in general throughout the country.—John R. Stover (Eddy Bros. & Co., Limited), Blind River, Ont.

* * *

Any Profitable Business is Worth Exploiting

It has been a long while since I handled the axe or the peavey or rode on the bunk of a bobsleigh, or assisted in swamping the road from the stump to the yard, yet I am interested in the development of the lumber trade of Canada. You ask whether I consider that foreign timber business is worth looking after. I am of the opinion that any business that will pay stumpage and labor and leave a reasonable profit is worth exploiting. These things will be thrashed out by the men who are engaged in the business, and no doubt if the trade offers good returns will be thoroughly developed. We have in the

Senate quite a few who are actively engaged in the lumber operations and I am quite sure could offer suggestions which would not only be readable but valuable to the trade.—Hon. F. P. Thompson, Fredericton, N.B.

* * *

Believes Tone of Market Will be Firmer

We would say that from a reading of the reports in the newspapers we get an impression of great uncertainty as to the conditions in the market. They tell us that large orders are about to be sent to this country. We know that very considerable quantities of lumber of various kinds, particularly the spruce of the lower St. Lawrence and gulf ports, have been sold for shipment to Europe.

We know also, from our own experience, and from what we read, that considerable quantities of lumber were shipped in 1918 beyond that manufactured; that stocks made in the woods this past winter, at excessive cost, are very considerably smaller than were made during the pre-war period; and while there is an undoubted hesitancy on the part of buyers to give new orders at this time, or even to talk of fresh purchases, we are convinced, from the circumstances as we see them, that the tone of the market is almost certain to become not only firmer, but that it is inevitable that prices must advance.

There is a well-founded rumor at the present moment that the deals to be made in the Ottawa Valley in 1919 have been sold to European buyers at large advance over the prices received for the 1918 cut.

What with depleted stocks, undoubted small output of logs this past winter, the great need in England and Europe for enormous stocks of building material, the lack of housing, both in Canada and the United States, leads one to the inevitable conclusion that the trend of prices must be upward. We will find, as the season advances, a greater urgency to secure dry stocks.—Ward C. Hughson (Gilmour & Hughson, Limited), Hull, P.Q.

* * *

Believes East Has Not Much Lumber to Export

I am strongly of the opinion that Ontario, Quebec and Nova Scotia have not a very large quantity of timber that Canada can afford to export. The most of the lumber that is still left in these provinces, in my opinion, will be required for use at home. There is no doubt that a large amount of building will take place during the next few years and these provinces combined will produce very little more than what is required at home. British Columbia, no doubt, has a lot of good lumber and timber and is wanting a market and may be able to export a considerable quantity, but there is at present a large quantity of British Columbia lumber used in the provinces of Ontario and Quebec and the trade in British Columbia and these provinces is increasing monthly.

There is not a furniture factory in the provinces of Quebec and Ontario but what are importing large quantities of oak lumber from the United States; also quantities of gum wood are imported. This is all manufactured into furniture. The building trades are importing large quantities of Georgia pine which is used for the construction of buildings; also large quantities of California white pine are imported for the sash and door mills. If we had a large surplus of lumber in the province of Ontario such as many people speak of, we would not have to import such large quantities as we do.—R. E. Truax, M.P. (Walkerton Wholesale Sash & Door Factory), Walkerton, Ont.

* * *

Hinges on Canada's Ability to Finance Exports

First the present situation.—Like all other export commodities that we have in Canada, the lumber export situation is controlled at the moment by conditions that to some degree, at least, are beyond our control. This, in my judgment, will not be cleared up until peace is finally agreed on in all its terms, and the world is able to see just about where it is going to land commercially and otherwise. Following that, conditions in Western Europe will have to settle down to some degree and a means found to finance the reconstruction of the devastated countries

Export Trade Viewed from Many Angles

before any large volume of exports or anything other than absolute necessities of life can be developed.

Secondly, its prospects.—In this case I would prefer to use the world's "possibilities," as the prospect of developing an export trade depends largely on the clearing up of the present situation already covered; but with regard to the possibilities, if we can assist in bringing about a condition that will make possible the financing of Canadian exports necessary for the reconstruction of France and Belgium, the possibilities seem to me to be unlimited. The opportunities for export will depend entirely on our ability to take advantage of these possibilities.

Then with regard to the advantages to Canada. Personally, I know of no business that has a greater national advantage inherently associated with it than the lumber business. Almost every dollar expended in the production of lumber goes directly into the pockets of the Canadian people, either in the form of wages or in the purchase of supplies produced by Canada.

Now one point with regard to what we may do. As intimated above, my opinion is that the whole question hinges around Canada's ability to finance her own exports, and in that direction the organized lumbermen can be of very material assistance in strengthening the hands of the government in furnishing such credits as will be necessary under proper safeguards as to guarantees, etc., as will make possible the export not only of lumber but of all other essential products. Coupled with this, we must maintain an active agency in Europe, who conferring with the Canadian Trade Commission, will specialize on the particular subject of exporting lumber.—George B. Nicholson, M.P. (Austin & Nicholson), Chapeau, Ont.

* * *

Adequate Shipping Facilities the Great Need

We have, of course, sold considerable lumber to the Timber Buyer in London through our principals in England, and the prices paid leave a fair margin of profit and will also net the operators a good profit on their cuts, but, at the same time, the margin of profit will not be as large for the operators as previously as we have had a very difficult winter to contend with here and all expenses in connection with producing lumber are abnormally high.

We have every reason to believe that, at the end of this month (March), the timber control will be lifted, and we trust that we will then be able to charter vessels for our own account and ship lumber to Great Britain and sell it the same as we did formerly before the war, but we cannot make any plans or depend on this until it is an accomplished fact but everything points in this direction.

There is no doubt about it the Timber Buyer in London is giving all Canadian stocks every preference as compared with the Swedes, Finns, etc., and this is only right. As long as we can agree to saw the special dimensions they ask for and have the lumber stamped or marked according to their requirements there is no reason why we should not secure this business. Unfortunately, up to date, we have had no shipping work speaking of from Halifax. We, along with others, have practically all our lumber on hand unshipped, but we hear rumors that this month the government will start to send steamers to lift the lumber and we only hope and trust for this as all sidings are getting very congested now and then again we have got to realize on the stock in order to work business along.—Colin C. Tyrer (Colin C. Tyrer Co., Limited), Halifax, N.S.

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Co-operation is Needed in the Truest Sense

An export business developed now would stabilize the lumber market on the prairies. The lumber industry just now is like a huge ship out at sea in a district that is known to be mined, but the mines can be escaped if the captain has vision, initiative and the ability to organize his forces.

The consumer or builder feels that lumber is bound to drop in price, and although in need of lumber is trying to wait for this drop to come. The attitude of the consumer is in a way shaping the policy of the retailer who is putting in light stocks and buying only for immediate needs.

To the manufacturer is left the captaincy of the ship and

the steering of it through the troubled area caused by the demand for a lower price from the consumer and yet compelled to operate with everything that goes into the cost of producing the finished lumber, still at war prices, and a reduction impossible without a loss. His logs are still purchased at war prices. Any attempt to reduce wages would be the same as running the ship onto a sandbar. The price that must be paid for sawmill equipment can only be lowered when the metal industry feels that a reduction is justified and that time has not arrived.

The opportunity of the manufacturer to avoid the mines planted on both sides of him is in the development of an export trade. Europe must have lumber immediately and in huge quantities. To get this trade the mills have to pool their efforts, forget their differences, and co-operate in the truest sense. The purchasing of Europe will be done through big orders; the financing will be such as to require the aid of governments. The transportation is all important and must be arranged.

The Canadian mills have the lumber and of the right quality. Through co-operation in getting this lumber together and finding the way to finance the sales, and the means to make delivery this export business can be obtained. It means doing in a big way and under new conditions giving to the European purchaser the service that has been given to the Canadian retailer.—W. A. McIlrath (McIlrath Lumber Co., Limited), Radville, Sask.

* * *

The Uncertainty of Future and Ocean Rates

As over ninety per cent. of our business is domestic we are not in close touch with the foreign market. It would seem, however, that the situation is suffering just now from the general depression that has overtaken almost all markets, due largely to uncertainty with regard to the future and particularly with regard to ocean freight rates.—George B. Cross (Brunette Saw Mill Co., Limited), New Westminster, B.C.

* * *

Outlook for the Lumber Business is Bright

While we are not in any way interested in the export business, being able to take care ourselves of every bit of lumber from our own limits, and more besides, we personally feel that the outlook for the lumber business generally is very bright, indeed, and export trade certainly worth looking into.—Geo. H. Millen (E. B. Eddy Co., Limited), Hull, P.Q.

* * *

Feels that Export Should Be Encouraged

Regarding the export situation we know practically nothing. Paper reports are our sole source of information, and we are very much fed up on it, but as yet have seen nothing which we consider of a concrete form other than the sending overseas of an exceptionally good representative. Our company does not expect to export overseas any of our product in the near future; consequently you can understand why we are lax on this question, still we know it is our duty to assist in any way we can.—N. C. Hocken (Hocken Lumber Co., Limited), Otter Lake Station, Ont.

* * *

Canada Has the Material that is Suitable

As we are a concern who have only been in business since 1916, we have not done any export trade. We feel that we would be interested in getting some of this business, and think it worth while for the Canadian lumberman to go after it. The red pine, white pine and spruce in the Dominion is the best that can be got anywhere and very suitable for the export trade.—C. N. Carney (Hope Lumber Co.), Thessalon, Ont.

* * *

Should Be Handled Through Reliable Agencies

First.—Foreign business is worth going after by people who understand it and it should only be handled through thoroughly reliable agents who would represent them in London, and the effect of any development in this export trade would, of course, mean better prices if there was enough volume to have any effect.

With regard to the export business as we see it here—it

Export Trade Viewed from Many Angles

would take too long to publish and certainly to write, in so far as preparing anything giving an idea of the kind of stock required for all the different markets is concerned. In addition, we believe that this is information that has been acquired by years of study.

Now with regard to telling the importers of Europe and other countries about Canada's timber resources and lumbering manufacturing facilities and our ability to supply their needs in the most efficient and satisfactory way, we feel that the conditions are very different with regard to the specifications, requirements, etc. People on the Continent wanting wood goods should be in touch with really reliable agents in London, who represent first class Canadian houses and can get what they require. The great difficulty many Canadians have had in trying to work continental business is that they are endeavoring to do it through people whose only anxiety to do the business is to make the commission out of it and not establish any permanent connection.—From "A New Brunswick Exporter."

* * *

The Big Consuming Centres are Short Stocked

As regards export business, while we do look with active interest on developments in the export trade, we cannot, through our inland position, directly benefit from cargo shipments; indirectly we do gain if the tide-water mills are able to ship to foreign shores, thereby reducing competition in our home markets. This situation is applicable to all interior mills both in Canada and the United States.

That the export business is increasing, especially with the Eastern Canadian mills, is, I feel, evidenced by the activity of Eastern Canadian lumber buyers in recently placing substantial contracts with British Columbia mills for 1919 Canadian requirements.

We have to-day more desirable firm contracts on our books than ever before and this business is very uniformly divided between the four big consuming districts, namely, the Canadian Prairies, Eastern Canada, Chicago and New York districts.

If our situation can be taken as a barometer of similar conditions prevailing at other Canadian and American mills, it must indicate that buying is not spotted, but is general all over the country; also, that our big consuming centres are short stocked and lumber hungry.

I am not prophesying a lumber famine, but the stage is rapidly being set for a performance in lumber demands and prices that will be interesting not only to witness, but in which to participate.

There can hardly be any question but that with the enormous possibilities awaiting only development and expansion that the export trade will rapidly become a big feature in the stabilizing of our home markets and the sustaining of fair prices.—H. C. Meeker (Nicola Pine Mills, Limited), Canford Mill, B.C.

* * *

Costs of Logging Increase 15 Per Cent.

It has cost our company at least 15 per cent. more than last year for logging operations, and if one can judge by appearances, the same increase will be the case for driving and for the operation of the sawmill during the coming summer, as compared with last summer's driving and sawing. Therefore, I quite agree with those who claim that the selling price should be correspondingly higher than last year, in order to leave any profit to the manufacturer.—Z. Mageau, M.L.A. (Field Lumber Co.), Sturgeon Falls, Ont.

* * *

Lumber is Climbing Higher in Values

With regard to the future lumber market, I would like to be assured that there will be a big demand from the United States, but, of this I have some doubts. So far as I can learn, the shipments going to that market at present time are not large. With respect to the overseas demand, if our government can arrange for even a billion feet, as has been proposed, it would help conditions a great deal in the export line. The order could be divided fairly among the lumber producing provinces. I am not one of those who take much stock in the prospect of in-

creased building in Canada or the United States during the present year. It is quite possible, though, that France and Belgium will require a great deal of lumber and that construction material will be much in demand in these countries as the people must be provided for even if the cost is excessive. There is one thing that the lumber manufacturers in Canada have not been able to accomplish as cheaply as in former years, and that is the production of lumber. Costs have been climbing each season. If the prices to be realized are not higher than last year they will suffer loss.—Hon. G. G. King (King Lumber Co.), Chipman, N.B.

* * *

The Necessity of National Timber Survey

Our lumber export trade, during the last four years, has decreased considerably. This is due principally to limitations in ocean transport, export restrictions, high freight rates, high cost of labor and general increase in price of all lumber operations. It is to be hoped that the end of the war, and the restoration of the world to its normal conditions, will result in a large increase in the lumber trade, both for export and for home consumption.

The production of pulp wood alone withstood the effects of this general reduction, and I sincerely believe that there is a great future for this industry in connection with manufacture of pulp and its large number of by-products.

Now, let us examine the possibilities of lumber in the light of reconstruction. Building operations during the war have been almost at a standstill throughout the whole world, including Canada. Besides, we must take into consideration the wholesale destruction of buildings and homes, especially in devastated France and Belgium. Another important factor is the building of wooden ships, of which a large number will be required for the coasting trade to Boston, New York, the West Indies and South America. Railroads will have to be re-equipped, necessitating an immense number of ties and other lumber for stations, sheds and other buildings.

To my mind, building operations requiring lumber will receive a great impetus as soon as peace is finally signed. It is for us to take the necessary steps to secure for Canada a fair share of orders which are sure to come from Europe, and most certainly from both North and South America.

We feel sure to have a good market for our lumber in England, France and Belgium, and we may expect a good one, too, from the United States, Brazil, Argentina and other South American countries. In connection with Brazil, I had the occasion to meet a gentleman who lived there for the last twenty-five years, and he assured me we would have splendid opportunities there if we had an agent well versed in their language. He added that we had no idea of the requirements of that country and the amount of trade that could be had with that country, especially in lumber. In conclusion, I may add that we must not allow ourselves to be dazzled with bright possibilities and that we must exercise due caution.

Two principal conditions, to my mind, impose themselves. First, to have a national survey of our standing timber, its location and accessibility. Second, to take every precaution against forest fires. We have a great national wealth; it is our duty to know the extent of it, and to duly protect it.—Hon. Joseph Bolduc (Speaker of the Canadian Senate), St. Victor de Tring, Quebec.

* * *

Thinks that Lumber Will Move Freely

I understand that the 1919 cut of spruce has been sold to the Imperial Government at remunerative prices, and transportation is to be undertaken by the buyers. Inasmuch as the Imperial Government is controlling shipping, no doubt this will be undertaken and the lumber moved in large quantities from the Atlantic Coast to the United Kingdom during the coming season.—W. S. Loggie, M.P. (W. S. Loggie Co.), Chatham, N.B.

* * *

Impossible to Sell at Low Prices

Business generally appears to be in such an unsettled condition it is very difficult to express any opinion or views. My impression is, however, that there will be a good demand for lumber at fairly good prices; in fact it is impossible to sell at low

Export Trade Viewed from Many Angles

prices, because it has been very expensive to make lumber this year. I am further of the opinion that the quantity of lumber made this year is below the average.—F. N. McCrea, M.P. (Sherbrooke Lumber Co.), Sherbrooke, Que.

* * *

Some Pointed Facts on Freight Rates

The outlook for the export of lumber to Europe during 1919 is not very bright. Several factors seem to contribute to this, the principal ones being the apparent scarcity of bottoms and high freight rates. All rates at present quoted are on the basis of net ton of 2,000 lbs., with a maximum of 40 cubic feet of space per ton. One thousand feet of lumber measured as a solid will occupy 83-1/3 cubic feet or 2-1/12 space tons. With the usual overrun in thicknesses and lengths and with the waste space in piling, it is calculated 1,000 feet B.M. of ordinary rough lumber will occupy a space of 100 cubic feet or 2 1/2 space tons. This calculation is probably right.

The quotation of the regular carrying lines on March 1st was \$30 per ton from St. John to Liverpool, equivalent to \$75 per M. ft. B.M. Since then quotations have been made of \$28 per ton, equivalent to \$70 per M. ft., but at these rates, it is obviously impossible to land our lumber in Europe in competition with Norway and Sweden, so that until ocean rates are reduced very considerably, our export business will suffer. The pre-war rates on lumber were quoted on the basis of 1,000 ft. B.M. and in some instances, were as low as \$8 per M. ft. The difference between \$8 per M. ft. and \$70 per M. ft. is so great as to be prohibitive. With the opening of navigation to Montreal in May, the addition to our carrying tonnage, and the release of vessels from war trade, we may reasonably expect lower rates than those quoted at present, but how much lower will depend upon the amount of tonnage released from governmental control for the general carrying trade. The cheapest rate so far suggested (not quoted) is equivalent to \$50 per M. ft. B.M. from Montreal to European ports. This seems abnormally high, and if this is the best rate of freight to be made during the summer of 1919, the amount of Canadian lumber exported will be negligible.

Lumber is one of the most important of our Canadian industries, and heretofore has been a leading factor in Canadian exports. The product of our forests must be used to help keep the balance of world trade in our favor. Present shipping conditions are such that the individual exporter finds himself up against the stone wall of licensed imports and controlled carriers and unable to get his lumber profitably into the European market. The difficulties are those caused by the control necessitated by war conditions, which is still being continued by various European governments, and those difficulties can only be successfully overcome by action on the part of our government.

The British Empire has been built up largely by individual enterprise and the Britisher, above all others, has been an individualist, using his own knowledge, his own money or credit and his own trade connections for the advancement of his trade or business. He has been impatient at anything that even suggested governmental restrictions or control and desired only a free hand to work out his own business salvation in his own way for his own benefit. The Canadian Britisher, generally speaking, is a chip off the old block, and among all the business men in Canada, the lumber manufacturer and dealer, in his methods and ideals, approaches more closely to the British individualist than any other. The commodity he manufactures, under ordinary conditions, is not protected. He holds his home market solely because of his ability to deliver his material in that market in qualities and quantities and at prices which prevent the import of the lumber of other countries, except in special classes or grades. His surplus is sold in the markets of the world through his own trade connections financed by his own credit, and heretofore he has been independent of governments and trade commissions.

The lumber export trade of Canada was built up by individuals working in this way, but with the changed world conditions have come changed trade conditions, and the individualist, if he wishes to continue to do business in a foreign market, must ally himself with those who may at one time have been his com-

petitors, so that by their united efforts and influence, they may impress the official heads of our country with the importance and necessity of holding and increasing our lumber exports.

Lumber is one of the great saleable commodities which Canada produces and which the European world requires in its reconstruction and renewal of devastated areas. Europe will purchase at the cheapest price laid down at her ports and ocean freight rates will be the controlling factor in determining the laid down costs. Unless steps are taken to control these freight rates and bring them to a level that will permit of competition with other countries, Canadian lumbermen will not receive any of the immense reconstruction orders and Canadian lumber will be barred out of the countries Canadian blood and Canadian money helped to save.

The situation is one the individual cannot control. Our government must take it in hand through one of the Trade Commissions or a special commissioner, who should be a man conversant with business conditions as they are today and with the necessity of immediate action.—A. J. Young (Young Lumber Co.), Toronto and North Bay.

* * *

Expects Heavy Movement All Over World

While my company is not directly interested in the export trade, nevertheless, I have given it some study, and believe the next few years will see a heavy movement, not only to European countries, but to South American, Australian and African markets also. I do not see how it can be otherwise. Construction has been at a standstill during the four years of the war and large areas in Europe must be rebuilt. The only countries in Europe that are at present in a position to furnish lumber are: Norway, Sweden and Finland. Russia must be eliminated as a lumber distributing factor until such time as normal conditions have been re-established. As soon as that country throws off the yoke of Bolshevism it will take its place among the lumber producing nations, but not before. United States and Canada will, therefore, be the main source of supply. I presume the main difficulty will be the matter of credit, but the people must be housed, the farms re-built, the railroad and telegraph lines reconstructed, etc. I have no doubt the countries interested will arrange to finance their purchases. The other difficulty is that of transportation, but I should think this would speedily adjust itself as soon as the tonnage now employed by the governments is released.—H. Finger (Finger Lumber Co., Limited). The Pas, Manitoba.

* * *

The West Will Take Care of Big Order

What your valued publication is doing to stimulate the export trade for the Canadian lumber manufacturing industries is fully appreciated by my company. Without a demand for the products of our mills in British Columbia from countries across the seas, all will have to adopt a policy of curtailment of production, or only those mills having unlimited financial strength and exceptional facilities for operating cheaply, will be able to survive the depression which must come, as a result of only supplying the demands of Canada and the small amount usually shipped to the United States.

Until March 19, it really appeared that a policy of curtailment would have to be adopted by all the British Columbia mills, until such time as bottoms were more plentiful and the freight market more stable. However, that contingency now seems to be passed and the prospects for continuous operation throughout the year were never better. This change has been brought about by the Imperial Government having notified the Forestry Branch of British Columbia, that an order for seventy million feet of railway sleepers, crossing timbers and other timber requirements, is being forwarded, to be supplied from B. C. mills.

Following the announcement of the order, and at the suggestion of our Minister of Lands, practically all of the mills located on and contiguous to the seashore, have joined together, and formed a corporation which will take over and handle this seventy-million feet order, by undertaking the whole order and then apportion it out amongst the individual mills, according to their various capacities, and desires to participate. The corpora-

Export Trade Viewed from Many Angles

tion which has been formed is called "Associated Timber Exporters of British Columbia, Limited."

The first officers are: Mr. James D. McCormack, President, and Mr. R. H. H. Alexander, Secretary-Treasurer. Directors: Messrs. E. J. Palmer, F. R. Pendleton, W. W. Harvey, H. J. Mackin, J. O. Cameron, B. Ferris, E. C. Knight. The corporation has a capital stock of \$200,000.

It is expected that all of the mills in British Columbia which are in a position to engage in export business, to sell all their output with this new selling organization, to sell all their output to the foreign trade. By so doing the Associated Timber Exporters will be able to undertake any size contract, for prompt loading, and prices will necessarily be stabilized.

Since the receipt of the Imperial Government order for prompt delivery, and the prospect of a united effort of all the mills to extend the export trade, and stabilize the market, I feel that the prospects for B. C. Coast mills being able to do a successful business were never before so good. The only uncertain element is the question of the reliability of the labor employed in the mills. Strikes and disturbances of conditions are constantly threatening.—J. O. Cameron (Cameron Lumber Co., Limited), Victoria, B.C.

* * *

Release Tonnage as Quickly as Possible

As to my ideas on the export situation, I must frankly say that they are confused and largely by the difficulty of knowing just what action is being taken and will be taken by the governments, more particularly the Imperial Government. Upon the whole, it would seem to me that removal of trade restrictions will benefit both the consumer and the producer. Government control is so changeable that it is liable to injuriously affect the trade. I would say to the governments, throw off restrictions on lumber trade with Canada and release tonnage as quickly as possible. I believe the lumber is wanted and if we are to employ the returned men and others we must have a chance to ship our lumber so as to make preparations early for next season's operations.—Hon. C. W. Robinson (Robinson, Wright & Co., Shulee, N.S.), Moncton, N.B.

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Freights Should Be Paid at Point of Discharge

Our trade has been almost wholly confined to export of lumber and timber to Great Britain for close to a century now. Past experience does not count for much under present conditions, as regards the immediate future of the trade.

I am of the opinion the shortage of Canadian lumber and timber in the British markets will be fairly well met, for the present at least, from the accumulated stocks on this side. This emptying of the yards would have a healthy effect in stabilizing values in Canada for a reasonable period, at least.

The need of housing accommodation in Great Britain is pressing at the present time. This condition will call for large supplies of rough and some dressed lumber, doors, etc., and the specifications required will comprise a large range of sizes and qualities, so that in a general way, the market should be a broad one for some months to come.

The British Government has been accumulating stocks on this side for some time past, and as a large percentage of these stocks was bought under present market values, the government is, therefore, in a position to bring prices down for the benefit of the British consumer, by disposing of these holdings in the home markets at a small carrying charge over cost.

It is, however, only a matter of time when the unusual conditions presently existing, are again righted, and then the extent of Canadian trade in free markets will be dependent upon the c.i.f. values of our wood products in competition with other sources of supply more conveniently situated to the British markets. Legislation and a preferential duty would, of course, greatly assist in the expansion of our trade.

Relative to transportation problems, the difficulties which have heretofore existed will, no doubt, gradually disappear. There is, however, one important change necessitated by war conditions, which, I feel, the export trade would like to see restored to the former practice at the earliest possible moment;

that is, in regard to the payment of freight, which during the war was prepaid at point of loading, and which should be paid at port of discharge, after the service has been rendered.—From an "Eastern Exporter."

* * *

Market Should Include Dimension and Boards

Exploiting Eastern Canadian lumber in Europe conceivably may bring results and I will not enter into that feature of the subject. I presume you have an idea that your exploitation of this subject may benefit British Columbia lumber export in Europe; this I cannot appreciate. We have now and have had a special demand for clear lumber in large sizes, that is to say, timbers and stock which is re-manufactured in the United Kingdom and on the continent, also for large and long timbers for what is known as merchantable grade. As long as lumber is produced in markets one-half, or one-quarter or one-tenth of our distance from Europe, the requirements of these countries will be filled from other producing points before they come to us.

We cannot produce any radically larger amount of clears and large and long timber for export, unless we have our present market for so-called dimension lumber and boards, which includes all our common side-cut and which is produced at the rate of three to one of the special class above-mentioned, very radically increased at the same time. We have no local market large enough in British Columbia, or the near Prairies, which will take any such increased production of side lumber. This means, of course, our only salvation is increasing the market for our side lumber and common grades of timbers in the Pacific area, which means the Orient, Australia, New Zealand and Spanish America.

The export business from the Pacific Coast has been practically entirely confined to American, or English trading companies. There are no Canadian trading companies which have made a specialty of this business. The mills interested in export have not been financially able to develop a trading company of sufficient financial standing to enter this business themselves.

A beginning has recently been made with the incorporation of the British Columbia Lumber Export Company, Limited. This may be the nucleus, or start from which larger results may be expected from year to year, but, it will take considerable time to develop such a concern in competition with the trading companies already established.

The continual shouting of the press and lumber journals on this subject, insofar as it relates to British Columbia export, has been, to say the least, annoying to the lumber manufacturers of the province, as they are not asleep but, broadly speaking, they have not been able financially to enter this field themselves and no one else has seemed willing to run the risk in competition with the long-established trading companies.

I might say that this new Export Lumber Company, to which I referred above, will take on the contract of the British Timber Controller to handle the seventy million feet which was recently announced as having been placed with British Columbia mills.—From "A British Columbia Lumberman."

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Volume Will Be Limited Only By Tonnage

With reference to our exchange of letters in regard to export, we are advised by the Canadian Mission in London that timber control in Britain is now lifted. This means that purchases will be made through the ordinary trade channels. It will therefore be necessary for those who desire to participate in this business, to get into touch with British importers and arrange for sales direct. The Canadian Mission in London further advise that the volume of business in lumber with Europe will, in their opinion, be limited only by the ocean tonnage available.—Canadian Trade Mission, Ottawa, J. A. Wilkie, Secretary.

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The Possibilities of Hardwood Flooring

We have no doubt that "Red Deer Brand" hardwood flooring could be marketed in the old countries. We have shipped quite a large quantity in the past. Just prior to the war, however, the trade in Canada was quite sufficient to take all the flooring that we were prepared to manufacture. When hostilities

Export Trade Viewed from Many Angles

broke out bottoms were not available at any reasonable rate of freight. The widths of flooring used in the old countries are somewhat different from what we use in Canada. We found that 3½ in. and 4 in. face were the most desirable widths for export. We have been adding to our plant recently and will be in a position to turn out fully fifty per cent. more flooring than in the past. We have added to our kiln capacity fully fifty per cent. during the past winter.—R. J. Hutcheson (Muskoka Wood Mfg. Co.), Huntsville, Ont.

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Must Be Cut By the Metric System

During my recent stay in Europe I studied—to some extent—the conditions, and I must inform you that to establish ourselves on the European market it will be necessary for our people, if they want to compete successfully with the Swedes, to begin by adapting themselves to the conditions and exigencies of the market. For example: all the lumber must be cut according to the metric system and not the English foot. It will also

be necessary to have a serious classification and grading made of the products so there will be no discussion about the grades.

In the revision of the French treaty with Canada, we expect that we will be protected so as not to be handicapped by our Scandinavian competitors. The prohibition campaign may have an important result in this regard as France must sell her wines, and if we prevent their importation to Canada she cannot give us a preferential treatment.

I found that the classification on the railways in France was not in favor of our lumber, which is considered as an exotic product, whereas Scandinavian lumber is classified—since European—as “indigenous,” with the result that we pay 47 francs per ton per thousand kilometers, whilst “indigenous” woods pay only 27 frs. 50.

You see, therefore, that if we want to establish ourselves solidly abroad we must make vigorous efforts to obtain cheap ocean freight rates and also a preferential treaty, with a revision of the railway freight charges in France.—G. C. Piche (Chief of the Forest Service, Province of Quebec), Quebec, P.Q.

How Representative Importers Regard Future

Large and Expanding Field for Canada

The trade is at present in a state of transition. Importation is still controlled at the time of writing and practically monopolized by the government, and while it has been unofficially stated that this control will shortly be withdrawn, there is no certainty that private trading will be permitted without any restrictions. Even if this were the case, the very large purchases of Canadian soft woods which have recently been made by the government, will enable them to control the market for a considerable period. The demand for materials promises to be of slower growth than has been anticipated, and, while the requirements for reconstruction and development are certain to be on a very large scale, we do not expect any immediate rush to anticipate the requirements. If the present tendency towards labor troubles leads to serious difficulties the development of the trade of the country is sure to be retarded. There is bound to be a large and expanding field for all Canadian wood products in this country and this can be most rapidly and effectively exploited by the employment of experienced agents.—Smith & Tyrer, Limited, Liverpool, Eng.

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Arrears of Work to Be Made Good

The trade, as you are aware, has been and is in fact, still controlled at this writing, so that all the buying has to pass through the hands of the government buyer, and it will not be until the trade is thrown open that one can form an opinion as to what the real position of the market is. There is no doubt that considerable arrears of work will have to be made good, but the high prices that are asked for not only lumber, but other building commodities, will restrict operations to a very great extent. We ourselves are not interested in spruce or lumber shipped from the east coast of Canada, as our interests lie more particularly in the West Coast, Vancouver and Puget Sound.—G. F. Neame & Co., London, Eng.

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Good Demand for White Pine and Spruce

At the present time, the greatest scarcity is in white pine deals and sidings and particularly in good third quality deals for pattern-making. Various substitutes have been tried, but there is really nothing to take the place of white pine for the purpose named. The building trade, which has been unusually quiet for the last few years, shows signs of again becoming busy, and we look for a good demand for white pine and spruce. In this connection we may mention that the government has taken up the question of housing, which has become acute, and large schemes are afoot for the better housing of the people.

In the engineering and shipbuilding trades, there is great

activity, and there will be a good demand for rock elm and waney pine timber, as well as spruce and white pine deals, etc.

The government is committed to the principle of preferential treatment of the colonies, and in this connection we think that such items as box shooks for whiskey cases and other exports, maple flooring and pine shelving 14/16 ft x 11/12 in. x ¾ in. dressed, in which a large business has been done from Sweden and the United States, can be diverted to Canada.

At the present time the chief difficulties the timber trade has to contend with are the uncertainty of freight rates, and the shrinkage and instability of the foreign exchange. There is also the question of government purchases of timber amounting to some 500,000 standards, which have still to be placed on the market, but with these factors satisfactorily settled we would anticipate a good demand for timber from all the important wood-consuming industries of the country.—Singleton, Dunn & Co., Glasgow, Scotland.

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Many Reports Perplex the Situation

We have nothing particular to say regarding the import situation. Every kind of report appears to be circulated from week to week and it is difficult in the present complicated state of affairs to know just exactly where we are at.—From a “London Timber Merchant.”

* * *

England is Looking to the Dominion

As you can understand, business in the timber trade here is only very slowly beginning to assume something of its pre-war aspect, it being only recently that the embargo on imports was removed. Indeed, up to the present there have been practically no imports from Canada except those on government account, while it is impossible to say much about current values owing to these having been fixed on an arbitrary basis which ignored the ordinary laws of supply and demand. As regards future prospects it would appear certain that for some considerable time to come large quantities of timber will be required and we would say there can be no doubt that this country will look to Canada for a considerable proportion of the necessary supplies. In the matter of spruce and red pine its chief competitor, as in the past, will be from the Baltic, and if Canada can send in supplies on equally favorable terms, there can be little doubt that it would have the preference with most of the buyers in this country. Apart from spruce large quantities of pine will be required, and the natural source of supply will be Canada, as in the past. The grade chiefly wanted will be, we think, the cheaper class, but there will also be some outlet for the best quality of pine in deals and sidings. Canadian birch will also be wanted for furniture and other purposes and this along with pine and spruce, we should

How Representative Importers Regard Future

say, will form the bulk of the requirements from your country, though, no doubt, there will be the usual amount of log timber in waney pine, elm and oak wanted for shipbuilding and other purposes. Of Canadian timber generally we might add that the stocks on hand are quite exceptionally low, many items being entirely exhausted. We may add that we look with every confidence to seeing a great development in the trade between your country and ours in the immediate future, the general feeling being entirely in favor of a closer relationship with the colonies.—Edmiston & Mitchells, Glasgow, Scotland.

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The Work of Canadian Mission in London

It can be stated upon broad lines that the Canadian Mission in London is here to represent to all European governments requiring lumber the capacity and ability of Canada to meet their requirements, and further to consummate business in every case where credits can be established and the requirements met in detail. All government orders of this kind which we are able to negotiate will be forwarded or reported through the Canadian Trade Commission at Ottawa, and you may rest assured that everything possible is being done to further the interests of the Canadian lumber industry. We must ask you at this time to forego the receipt of any lengthy communication from us upon the lumber situation other than as stated in this letter.—Canadian Mission in London, Eng., R. J. Younge, Secretary.

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Expects Some Reduction in Timber Prices

Regarding the present and prospective market situation in this country, we would say that so far as the present is concerned, there is nothing very favorable to report. Fortunately for Canada, the British government has already made very extensive purchase from there, rightly giving your country, in some measure at least, preferential treatment. Now that the control is just about to be lifted, these large transactions will cease. The government control of selling prices also ceases on March 31st, bringing about a state of things that will immediately, in our opinion, forbid any extensive private operations in the place of the government buying. The government, with their huge national stock, both here and to arrive, are now free to dispose of it at whatever figure they may deem wise. For, be it remembered, they have not only the timber trade to consider in regard to the disposal of this stock—estimated altogether around 750,000 Petg. Stds.—but the country in general, and if by reducing their selling prices they give an impetus to the varied manufactures in the United Kingdom, they will do so. The rapid fall in the Exchange between New York and London, and Montreal and London, proves the tremendous importance of the British manufacturing export trade being encouraged, so as to help bring back the exchange to a more normal rate. Then, too, this country is face to face with unparalleled labor troubles, which may not only check consumption immediately, but for a long while to come. Taking, therefore, an all round view of the situation, our impression is that f.o.b. prices can hardly be maintained at their present high level, for not only is "private" trading surrounded by unprecedented difficulties which stop operations, but unless consumption rapidly improves, the national stock will be more than sufficient to carry this country through the present year and largely into 1920. In conclusion, we would add that apparently the economic experts in England are unanimous that not only liberty to trade, but to trade without restrictions on prices, will result in bringing the prices of raw materials in general back again to a more reasonable basis. If they are right, this means a falling, and consequently dangerous market for some time to come. But in result, possibly several years ahead yet, it will be to England's distinct advantage that the raw materials with which she has maintained her huge export trade in the past, should be cheaper. Finally, we would remark that it is not at all improbable that the British government will decide to dispose of its "forward" timber purchases by offering them to the trade at a little under shippers' f.o.b. prices, and, in addition, may guarantee tonnage. This suggests that the shippers would at once commence to compete with the British government for the timber trade's orders, with a result that is only too obvious.—Yorke Long (Cox, Long & Co., Limited), London.

Prospect for Canadian Wood Goods are Bright

The signing of the armistice has brought about many changes and new problems for the timber trade in the United Kingdom. During the latter part of the war, private trading had entirely ceased, owing to the actions of our authorities, but the control is being gradually relaxed, and it is anticipated that it will be soon removed entirely. The disposal of stocks belonging to the government at home and abroad will be the first step in this direction. The substantial cut in the rate of ocean freight should tend to stability, and encourage importers to go ahead once freedom is given. One of the great difficulties at present is the trouble and unrest in the labor world. Strikes and threats of strikes continue to hinder and hamper new business. Unless this problem is faced and settled on a sound basis, our industries cannot make the progress that was expected.

Canadian wood goods have been largely used by us in the past, notably spruce and yellow pine, and in view of the large demands that are bound to ensue from the countries which have been devastated by the war, we think Canada's opportunity will be greater than ever it has been in the past. The output of the Baltic countries cannot be sufficient for such requirements, and Canadian spruce should have a great chance. Special attention should be paid to the manufacture of such goods, as well-sawn deals will attract buyers and lead to increased business. In many cases such goods are converted here into other sizes, and irregular sawing leads to loss in such conversion. Yellow pine deals and sidings in all usual specifications are much needed, as there is no good substitute for this wood for pattern-making and many other uses. Birch in planks and logs should be in good demand. Oak and rock elm logs will be needed by shipbuilders. There is no room for doubt that the most pressing need in the United Kingdom at present is for housebuilding. With the return of soldiers to civil life the urgency of this demand is accentuated. The government and local authorities are working hand in hand, and it should not be long before the work is in full swing. There should be a large consumption of spruce in this industry.

Taken all over we should say the prospects for Canadian wood goods are very bright, but taking into consideration the difficulties to be faced in connection with the dropping of the control and the unrest caused by labor troubles, there may be considerable delay and disappointment before the highest hopes are realized. That these will be ultimately fully realized we do not doubt.—Cant & Kemp, Glasgow.

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Hardwoods Should Be in Good Demand

In the house building line which, it is expected, will be carried on very actively owing to the great need of dwellings, there will be a great call for lumber. Hardwoods are being considered, especially for floors. Oak, maple, birch, and beech stand a chance of receiving much more frequent calls than ever in the past. Most floors of moderately priced houses in England have been made of Norway spruce, the boards being about six inches wide. This wood is so soft and shrinks and swells so badly that it is almost indispensable that such floors be kept covered with carpet. The best and most economical hardwood flooring must come from North America. It is relatively cheap at first cost, and its wearing qualities are so extraordinary that renewals and repairs will be far apart and few. The British Isles have so little hardwood of their own that it cannot be considered as flooring. The home timbers of England and Scotland were so severely depleted during the war that new forests must, in many instances, be brought on from new plantings. Fortunately, your country has plenty, which it will gladly share with those who need it; and hardwood flooring in particular, and interior house finish in general, should constitute the basis of a prosperous exchange of commodities. England is planning to build many houses for the people who work, and in addition to that, there is a movement among the well-to-do people to leave their large residences in the congested parts of cities and move into the country or into the suburbs of cities where light, ground, and room are more abundant. The large buildings thus vacated in the cities will be converted into apartments and will house those who do not care to go into the suburbs.—Tickle, Bell & Co., Liverpool.

British Columbia Building Up Export Trade

Coast Possesses More Than Half Total Stand in Canada—Able to Supply Foreign Demand from Heaviest Dimension to Most Delicate Veneers

By Hon. T. D. Pattullo, Minister of Lands for British Columbia

Until comparatively recent date the possibilities of British Columbia as a timber producer were hardly realized. The Canadian Commission of Conservation undertook in 1913 to investigate the possible stand and recently have published an estimate of three hundred and sixty-six billion feet of saw material, more than one-half of the total stand in Canada. The annual growth increment has been estimated at six billion feet.

Saw mills in the province have a yearly capacity of more than two and one-half billion feet, and are equipped to handle all grades and classes of material both for domestic and foreign trade, the larger tidewater mills having their own docks where ocean-going steamers can load direct from the mill. The annual demand, however, has not reached the point where the mill capacity is wholly utilized, and during the past few years the production has been between one and a quarter billion and one and a half billion board feet.

Two obvious points are:

(1) British Columbia has a mill capacity and equipment to supply a much larger market than has developed, and at the present time stands ready to supply any large orders for export.

(2) That this mill capacity is backed by an annual growth still far in excess of the annual consumption and a capital supply sufficient to meet present requirements for 200 years.

Diversity of the Coast Wood Products

British Columbia can offer to the trade a wide range of wood products, from the finest of Douglas fir panelling and furniture stocks to the heaviest construction timber. All material going into the building trades such as dimensions, flooring, shingles and finishing; timber for shipbuilding masts and spars; timber for dock construction and piling; box material; pulp material; excelsior and turnery stock; veneers, timber for car construction.

Of the species making up the stand in British Columbia Douglas fir (*Pseudotsuga mucronata*) is without doubt the most important.

Totalling 76 billion feet of which 63 billion is available to our tidewater mills, this timber sold under names such as: Douglas fir, Oregon fir and Oregon pine, is known the world over, being used for all kinds of structural purposes as well as poles, piles, paving blocks, interior finish and furniture; its grain and excellent finishing quality makes it especially sought after for the latter purposes. It makes its best growth on the lower mainland, and Vancouver Island, when it frequently reaches 10 feet in diameter, and a height of 300 feet; stands frequently cutting 300,000 feet per acre.

Western Red Cedar or Giant Cedar (*Thuja plicata*) ranks second in importance.

Red Cedar Shingles and Sitka Spruce

British Columbia red cedar shingles are known wherever shingles are used, being unequalled anywhere for quality and decay resisting properties. Red cedar is also used for poles, piling, siding and interior finish. The total stand 78 billion feet, is converted into shingles and laid 4 inches to weather, would cover a roof 500 miles long by 6 miles wide.

Sitka Spruce (*Picea sitchensis*) is widely known. When the call went out for more timber for construction of aeroplanes to maintain the allied air supremacy, it was in the Sitka spruce forests of the northern coast of British Columbia that a supply was found.

Sitka Spruce proved to be a wood without equal for aeroplane construction, possessing great strength, lightness and resiliency. During the past year some 26 million feet of aeroplane stock has been shipped, which is sufficient guarantee of the sterling qualities of Sitka Spruce.

Spruce, however, has many other uses, being employed for construction purposes; pulp for the fine grades of paper for which it is especially suited on account of its light color and fine strong fibre; it is also excellent stock for cooperage and boxes, and especially suit-



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able for containers on account of absence of color and odor which might injure the contents.

Spruce reaches its best development in the Queen Charlotte Islands where it is a magnificent tree, 8 to 10 feet in diameter, and reaching up to 250 feet in height.

The Woods Used for Producing Pulp

Of the other species found in British Columbia, hemlock and balsam fir are used largely for pulp, but also used in boxes, lumber.

Engleman Spruce (*Picea englemannii*) is the spruce of the interior, and is used largely for lighter forms of construction; it is also suitable for pulp.

Soft pine and larch are interior trees used for construction purposes.

A variety of circumstances, aggravated by war conditions during the past four years, has militated against British Columbia in building up an export trade, but, with a return to normal conditions, strenuous action must be taken to place this province on the map as a world force in the supply of timber.

British Columbia will be able to supply from the heaviest of construction timber to the most delicate veneers and finishes, sleepers, piling and car sills, aeroplane stocks, in fact, excepting only the finest grades of furniture stock and hardwoods, she will be able to meet any market demand that may arise.

Speaking of the promising future of the pulp and paper industry I fully endorse what was recently said in an editorial by one of our most influential papers on the Coast and believe the following comprehensively gauges the situation and outlook:—

The pulp and paper industry, although one of the youngest in this province, is in a flourishing condition, and what is more to the point, indications are excellent for an indefinite period to come. With the markets of the United States, Australia, New Zealand, as well as the Orient before it, and with practically little or no competition, for the present anyway, to worry about, there is every reason for the optimism felt by those who have given any study to the future of this industry.

There are now operating in this province six large plants, representing a total capital of over \$20,000,000, and when working to capacity have an annual output of 60,000 tons of wood pulp and 100,000 tons of chemical wood pulp, kraft and newsprint. The output of the mills is simply and solely a question of available tonnage.

The Potentialities of Pulp Industry

Like many other industries, the pulp-making industry has felt the effect of the war, but only by the scarcity of ships. In this regard, however, considering the fact that the sulphite manufacturing industry is entirely export business, the effect has been more or less of a serious character. But even with the few vessels available the mills have been unable to keep going and while the markets of Australia, New Zealand and the Orient have been practically shut off, Mexico and the United States have been big consumers, and will continue to be, although the markets of the Antipodes and the Orient are once again possible.

For pulp producing purposes the spruce forests of British Columbia remain practically untouched, although the past few years have seen large quantities of this timber cut for aeroplane purposes. But even in this connection only the best of the timber has been taken, and one important phase of the business has been in the valuable contribution it has been enabled to make to war work.

The pulp and paper industry of British Columbia is still in its infancy, though there are at present between four and five thousand men engaged in its various branches. Other companies will come as the vast resources of the province become more widely known and as the growing need for more pulp fields are felt. Owing to the fact that the spruce stands scattered through other timber, it is necessary to install plants that can utilize these other trees and produce merchantable timber for them.

What the Pitwood Trade Means to Canada

Comprehensive Statement by One Familiar With the Trade—Canada Favorably Situated to Supply Almost Unlimited Quantities For Export

By J. Griffith Jones, Llanelly South Wales



J. Griffith Jones,
Llanelly, South Wales

ing raised. Of course, the business while for the exporter or seller of the pitwood, and it goes without saying that it chiefly depends on the freightage; the labor cost, I am, sure, will not be unreasonable.

I am unable to say how the pulp wood timber would come into conflict with the pitwood as a similar sized pole is converted for both purposes, but whatever the demand for pulp wood may be, there must be an unlimited supply to draw from. France has not the vast limits that Canada or the United States has, where the timber stretches almost into the unknown, but what an extraordinary supply France has given to Great Britain and that for a great number of years, is something to contemplate and think over. The system of organized forestry in France must have been marvelous as supplies never fluctuated, but there are those who now say that they will, and the French peasants, who played such a part in the production of the pitwood, are not again going to work for next to nothing. Fortunately for us all, the United States, and Great Britain especially, the clamor for increased wages is a world one. There are many thousands of pits, levels and drifts in this country producing coal, several of which employ over 2,000 men underground, let alone the surface men. A large pit takes down 1,000 to 1,500 tons per week, so some conception may be formed of the forests of timber that are taken underground.

Pit props are very rarely withdrawn and re-used; steel and concrete reinforced props have been mooted and tried, but they are not coming into anything approaching general use. The coal industry in this country is a gigantic one, and the call for timber is unceasing and increasing. The importations from Scandinavia generally have been immense and beyond belief, and very popular props they are, being barked, very light, rigid and smooth to handle. Altogether they are smartly marketed and are, in some instances, previously treated for turps extraction, but they are not used for pressure bearing on them horizontally, nor are they safe for such use and are not regarded as so, but for upright and perpendicular fixing; in fact as a "prop" they are excellent, but from what we now hear the supply of these in future will be erratic, and nothing like so cheap as they formerly were.

Sudden Rush for Home-grown Timber

A 3-inch diameter prop, in 1914, was 5/6 per hundred lineal feet ex. ship at a South Wales port, to which was added a rate of 2/- to 3/- per ton—rail freight, according to the distance from the port to colliery siding. These props are now, at any rate, unobtainable, and the prices latterly were five times more than they were.

I substituted from my own plantations props in other woods—both hard and soft woods—and so did a large number of other merchants. Props or pit wood from Norway, Sweden and Scandinavia generally have always been sold by the 100 lineal feet, but with a timber so light in weight it was, perhaps, advisable. French pit-

wood has always been sold by the ton, and in pre-war days was very cheap, indeed, often at 18/- per ton ex. ship at a port. The low prices of French pitwood, of course, controlled the prices of home-grown pitwood, and produced difficult competition for merchants who often had truck-loads rejected by the collieries, according to their mood or disposition. The rejections were due to being—so the collieries said—"too crooked," "too heavy," "too light," etc., etc. There are collieries and collieries, and some were very difficult to deal with. All these complaints vanished when the shortage came, still, generally speaking, except for the pines, our hardwoods do not grow very straight, although the cross-cutting of a crooked pole into short lengths should produce fairly straight props. The props should be cut off, if possible, at the bends; our cutters are often expert at this.

The sale of home-grown timber was not, in pre-war days, profitable for our growers, taking into consideration the planting, pruning and thinning out, time taken to grow, and also the taxes chargeable on forests and woodlands. There was the strongest prejudice against cutting by the wealthy landowners. One can sympathize with them to a great extent. The trees and woodlands are near and dear to us and mostly within site of our towns and villages, but the need for timber became so urgent that it was either "cut" or be "made to"—many a fair and lovely scene was laid barren. However, afforestation will come and the hills and dales will be clothed again. The overwhelming demand for home-grown timber, caused by the stoppage of imports, was so great that everyone rushed into the business, just as they rushed to the gold fields in the past. Collieries were in danger of stopping, and many actually did stop, through having no timber. The new merchants were composed of all varieties of trades and professions. It became a gamble; people who yesterday sold ribbons or mutton chops, or anointed your hair in a barber's chair, were discussing pitwood and wondering perhaps what the difference was between a clothes' prop and a pit prop, and also trying to distinguish one tree from another. As for the boom it caused I doubt if there has been anything like it in this country except the rubber boom of some years ago. The racing men, bookies, etc., were in it almost to a man, and as a means of eluding the army "and they did the trick," it being considered a work of national importance, and these gentry, some of whom flourished, while the flower of our manhood laid down their lives or got "crooked up" with the armies in the field. I have met many of these men in out-of-the-way and remote places, in their cars, seeking woods to purchase, regardless of accessibility. They were often wealthy, and their activities increased when the color of khaki loomed nearer, but if these newcomers were a queer lot the cutters that they had to employ were even more so. All sorts and conditions of men were plying the axe—or fooling with it—with the result that a wood, after a cutting, resembled a plot staked out ready for an opposing foe, though often a man with a natural aptitude for the job became a tolerably good cutter as far as small diameters went. There was not much to be said against builders taking to the business whose trade or work was at a standstill, thus giving employment to their men who were accustomed to edged tools.

Naturally the colliery proprietors resented the intrusion of some of these people who exploited the trade, and forced up prices so that colliery owners formed associations and bought up hundreds of acres, cut them themselves, though at a loss on account of the employment of so much inexperienced labor. The merchants proper often suffered through this, as the prices of woods went up to an absurd degree, so that existing contracts were often conducted at a loss. Buying and cutting timber is one thing, but removing it is another, and lots of people had inaccessible woods cut down, and still they remain on the ground. Aeroplanes would, in some instances, be required to remove the timber away. I have personally done best with the difficult woods, and I have had several working in different districts at the same time. I have, however, kept all my old friends and colliery clients going, although I could have done considerably better during the rush, by taking on others who clamoured for pitwood. I think my policy will pay me better henceforth for I am asked to keep on and find supplies for them if mine run out; to retain the trade of "to-morrow" is a very necessary essential in business.

Now, as to the kind of timber required, some discretion must be

exercised in the selection of suitable species of wood for mines. The three chief items that matter in the main degree, are straightness, toughness and durability; there is no diversity of opinion on these points. Chemical changes often occur through gas and foul air; these soon render certain woods unsafe, especially beech, sycamore, ash and birch. Where great support is necessary and particularly where a prop is to remain for a considerable period, the above woods are not used if others are obtainable; it may be a matter of life or death for the workers if unsafe timber is used. The timber-men employed underground are experts at "timbering," their work is skillful in the highest degree; they "stand" props and fix the roofing timbers in the most awkward and cramped positions. It is, I think, an exceedingly dangerous occupation. The recent shortage caused the use of all kinds of unsuitable timber, for a long period. The favorite timber was the French maritime pines; it is very light and durable, and gives plenty of indication before it snaps under pressure, but it would be ridiculous to assume that a suitable timber could not come from Canada and United States with all the varieties that exist there. White spruce and tamarack, I should say, would be hard to beat. Our larch is perfect, light and straight and extremely tough and durable. Our spruce and Scotch fir are not so good as the Canadian or foreign variety. I am convinced that the extreme cold of a Canadian winter and again the summer heat makes for the production of a tough fibre, and again I notice that our Scotch fir and spruce are very liable to be worm eaten, and yet in certain mines I have known it to last satisfactorily for a long period, almost longer than oak, when subjected to gas or foul air conditions. Then sometimes the sapwood of oak, which constitutes the greater proportion of the prop in pit-wood, sizes 3 to 10 inches in diameter, undergoes a somewhat rapid process of decay; on the other hand, a whole-heart oak prop would last for an indefinite period, were it possible to produce one. This could only be done by sawing or cutting away the sap—and this is out of the question.

Standard Sizes Used in Pine Timber

The pressure of the roof in some mines is terrific and a very strong prop must be used. When a 12 to 18 inch diameter prop is sometimes reduced to matchwood—and this from a perpendicular strain—it is obvious that a good timber is necessary at times. At any rate varieties of pine timbers of consistent toughness are greatest in demand. The South Wales collieries use chiefly the following standard sizes which, to a great extent, simplify measurements:

3' 0" & 3' 6" by 2½" full to 3" diameter	
4' 6" by 3" to 4"	"
6' 6" by 4" to 7"	"
9' 0" by 5" to 9"	"
13' 0" by 8" to 12"	"

Those chiefly used are the 4' 6", 6' 0" and 9' 0". I am at the moment greatly pushed for these sizes. Now the 3' to 4' 6" props will do in practically any kind of timber, if straight and clean. The work proceeds so rapidly under ground that they are in most instances in use for one day only, and the spaces are then filled in with rubbish. Props are very rarely re-used although a good form of prop withdrawer is at times brought into use. Certain roofs require very little timbering and are safe almost without any timber, but the vast majority are not so. In pre-war days oak pitwood was in general use—and is still—especially in anthracite coal mines. Oak, especially coppice oak poles grow sometimes beautifully straight and clean. Beech, sycamore, ash and birch and similar species are not popular where lasting properties are necessary. These woods just mentioned are apt to go "sleepy," elm lasts well in wet places, especially wych-elm, and I think rock-elm and chestnut would produce good props. A great objection to beech and elm is their great weight. Collieries prefer a timber, if suitable, that produces the greater number of lineal feet to the ton, but objection is not raised if a certain proportion of any kind of timber, if straight, is contained in a consignment of oak.

Props must be straight and clean. By "clean" I refer to the removal of all twigs and knots, and these should be cut off close to the bark. Consignments of pitwood or pit-props containing mixed timbers or a proportion of fir do not command the same price as a lot of fir or pine only. To-day's price for mixed pitwood is 50/- to 57/6 per ton delivered to the colliery; if in pine only 55/- to 60/- per ton delivered.

Canadians will know which species of their pine is toughest and most suitable for the pitwood that has to withhold great pressure. Naturally all the larger sizes have to be from good timber, but some of the softer pines will do as well for certain purposes, such as small lengths and short diameters; there should be no difficulties over selections.

For the English collieries we cut and supply a graded prop almost in all cases of pine-wood only. A graded prop is a prop cut to

various lengths and certain diameters of which each size and diameter is supplied separately in trucks. Scandinavian props are also supplied in this manner. For instance, a prop 5' 0" by 5" diameter would mean 5' 0" by not less than 5" dia. top end, and not over 5½". There is no necessity to be too generous in diameter, for supplying a larger diameter means getting a better price. There are a greater number of sizes used in English collieries than there are in the Welsh collieries; the coal seams vary in thickness. I generally make it easier for the men by not cutting too many sizes at the same period, and thereby obviating accumulations of many different sized piles, resulting perhaps in some confusion and a lot of carrying to and fro; still this is a matter for a merchant or foreman who may systematize it.

Introducing Sale of Graded Props

I was perhaps the first merchant in South Wales to introduce the sale of graded props from home-grown timber, but by marking and cutting at first with the men they have now become so familiar with the sizes that they know the approximate diameter at a glance without using any gauge. The Norwegians and Swedes have been doing this for years and are expert at sizing them. I have frequently noticed that a truck or car load of their props contain in their respective diameters sizes that do not vary a ¼-in., but there are in countries other than ours a growth marvellously uniform, and this facilitates matters. This, of course, is due to the denser growth and each pole attaining under the conditions a certain development in length and diameter. It follows that grading pit-props involves more expenditure of labor, but the increased prices for graded props other than ordinary pit-wood fully compensates for the extra labor, and what Scandinavia can do it goes without saying that Canada can also do. It is quite possible that the future supply of Norwegian and Swedish props may be erratic and the Russian supply is certainly an unknown quantity. The latter country, as we all know, is in a very transitory stage and offers nothing that is definite at present. British merchants, as before mentioned, had to sell pit-wood at low prices on account of the French pit-wood prices controlling the market; however, we can safely assume that there will be no reverting to the pre-war rates, therefore, all the more reason why Canadians should embark in this business, and many think that it is imperative that they should.

The first and elementary difficulties would soon be overcome, and their great experience with timber in general and their familiarity with it, there should, indeed, be no difficulty at all in production, with such vast areas to draw supplies from. Regarding the price of graded props to-day everything is at the maximum, more or less. A 3in. diameter home-grown graded prop sells at 16/- per hundred feet, delivered at colliery. A reduction in price is imminent, but if this is so there will be a consistent reduction in labor costs and, consequently, no loss of profit. French pitwood is rarely, if ever, graded, but this does not affect the sale of it as South Wales collieries are such great consumers. The same vessels which bring over the pitwood return laden with coal.

The Cutting and Preparing Pitwood

The work of preparing pitwood is not difficult and I am personally thoroughly familiar with the falling and cross-cutting of it. I know of no work to equal it; a feeling of fitness results that no day's shooting or fishing ever gives. The call of the woods is irresistible and one that a lover of them never relinquishes. I have at present to augment my supplies from a large number of small merchants who sell to me for ready cash, and thereby save themselves the trouble of disposal and marketing. My profit on these transactions is a small one, but I keep my colliery clients going. I may add that our men are very efficient cutters, stumps are cut off close to the ground, the poles well trimmed, brushwood left in regular ridges, and the intervening spaces are left quite clean; in cutting they sink on butts of 8 to 12 inches diameter a little with the axe and then use a cross-cut saw to fell; they then trim off with an axe and bill-hook and top off 2½ to 3 inches diameter for its economical conversion. An important point is the cross-cutting and loading; where practical the poles should be brought near where they are to be railed or shipped and cross-cut there. This simplifies arrangements of different sized lots and loading, and obviates a lot of sorting which occurs at times when poles are cross-cut in the woods. In floating down stream, poles would go in their whole lengths or, perhaps, multiples ready to be cut into various required lengths. A good scribe mark before cross-cutting is necessary; then the use of a double-handed 3' 6" or 4' saw, or the buck saw for one man if the poles are of small diameter; a good buck-saw for light work, 3 to 4 inches diameter, wants a lot of beating. Power saws are rarely used for cross-cutting pitwood, but there is no reason why a properly designed method should not do, but hand labor becomes exceedingly quick at the work. The rule in general use for marking the standard 9', 6' 6", and 4' 6" lengths is a rod ¾ to 1 inch thick cut to 4' 6" long,

with 2 ft. notched for the 6' 6" lengths. All rapid cutters use this size rule.

I first introduced racer-tooth saws here, and they are excellent. Some prefer lightning-tooth on cross-cut and buck saws, but the majority prefer the old peg-tooth, for the chief reason that they are easy to set and sharpen, and no gullets to cut down. Personally I prefer the racer-tooth and, when time permitted, I was very fond of setting and sharpening them, but to do this for several gangs in different localities was an impossibility. The style of saw had best be left to the individual cutter, but once I got a man into the technicalities of setting and sharpening racer-teeth he stuck to that pattern ever afterwards. The Canadian and United States saws that I have come in contact with, Disston, Shurly-Dietrich and Atkins are, to say the least, perfect articles of manufacture and are a credit to their makers. The same applies to the Canadian and United States axes. The manner in which they hold their edge is marvelous; the handles are the last word in quality and fixing.

The Different Kinds of Saws Used.

It is impossible for two mates to cut quickly with a cross-cut unless they fit handles that curve well towards each other, and should not be more than 7 or 8 inches long from the backedge of the saw. English saws usually have a socket attached to the blade so that the men cut a small branch with a natural bend in it, dress it and fix it in, but the various U. S. attachments which fix into the holes at each end of the blade are admirable for the purpose, providing a curved handle is fitted into them.

The existing permanent handle on a one-man cross cut is perfect, but the auxiliary handle must have a bend and fix right against the edge at the bottom end and not on the back of the saw. Straight handles are of no use for small diameters and quick cutting. One or two men can carry off as the cross-cutters proceed and place the lengths together against the car or in piles on the ground close to the rails for loading.

English collieries require the props cut square at both ends, but the Welsh collieries take the first butt length as cut by the axe (if axe is use). The end of the cut is then chipped off to some extent so as not to leave a sharp wedge end. It is well to impress upon men not accustomed to cross-cutting to exercise great care when cutting or snipping off a portion of the wedge end (when same is necessary) as the saw is inclined to "jump the cut" when the wood is dry thereby causing accidents—experienced men of course "feel" the cut before they proceed briskly.

The Cutting Season for Pitwood

Pitwood is usually cut in all seasons of the year, and the objection when the sap is up is that the bark comes off so freely, "strings," and is a pest when cross-cutting, and again the bark gets torn off whilst being "tushed" over the ground, but if the poles are allowed to remain on the ground for some little time the bark again adheres tightly to the wood.

The pitwood trade is an enormous one and there is no likelihood of its being superseded to any appreciable extent by substitutes. The scope for supplies is unlimited and a regular trade could be maintained with this country. One cannot glance glibly over certain difficulties in getting mining timber over here but, apart from the longer sea route compared with the continental countries, there is no other difficulty which can be foreseen. I see no reason why the Canadian ports could not deal with the traffic and once the ways and means are put into being, supplies I am sure would follow intermittently. Timber has been imported here from both Canada and the United States; therefore, why not constant freights of pitwood as soon as the shipping facilities will allow. In short, what is there that Canadians cannot do when put to the test?

I shall be most happy to furnish any further information that may be considered necessary to any intending exporter, and sincerely hope that the coming summer will see the commencement of a regular service of continuous supplies to this country.

Lumbermen on Industrial Commission

The lumber interests are strongly represented on the commission appointed by the Federal Government to investigate industrial conditions, and to submit recommendations as to how these relations may be improved. The employers' representatives are Mr. Carl Riordon and Mr. Frank U. Pauze, both of Montreal.

Mr. Carl Riordon is an outstanding figure in the lumber and pulp and paper industries. He is vice-president and managing director of the Riordon Pulp & Paper Company, Limited, Montreal, owners of several timber limits and pulp and paper making plants. He was born at St. Catharines, Ont., on June 3rd, 1876, and is the son of Charles and Edith Riordon. Mr. Riordon received his education at the Upper Canada College, Toronto; Ridley College, St. Catharines; and Toronto University, where he graduated B. A. In 1896 he commenced his business career in the pulp and paper industry; became assistant man-

ager of the Hawkesbury Mill and afterwards manager of the Merriton Mill of the Riordon Company. In 1905 he was appointed vice-president and managing director. He is vice-president and managing director of the Ticonderoga Pulp & Paper Co., Ticonderoga, N. Y.; vice-president and managing director of the Kipawa Co., Ltd., director of the Niagara Falls Suspension Bridge Co., Ltd., and director of the Buffalo Contractors' Plant Corporation, Buffalo, N. Y. Mr. Riordon has taken a prominent part in the Canadian Paper & Pulp Association, being chairman of the Chemical Pulp Section.

Mr. Frank Urgel Pauze, the other representative of the employers, is president of U. Pauze & Fils Co., Inc., lumber dealers, Montreal. Born in San Francisco in 1868, Mr. Pauze came to Canada in 1871. In 1888 and 1889 he was bookkeeper for Mr. G. Pariseau, lumber mer-



Carl Riordon, Montreal



Frank U. Pauze, Montreal

chant, Montreal; in the latter year he was bookkeeper for N. Rheume & Bros., moulding manufacturers, and in 1892 for C. O. Beauchem & Fils. In 1895 he entered into partnership with his father, and since then has devoted his time to the present business of dealers in sawn lumber and timber. This is the second occasion on which Mr. Pauze has been a member of a government commission, as in 1916 he visited Great Britain, France and Italy as the representative of the Canadian Timber Products Association to inquire into the question of the supply of ready made houses for the devastated districts. This was an honorary commission appointed by the Federal Government. In 1915 Mr. Pauze was president of the Chambre de Commerce. He is a captain and pay master of the 65th Regiment C. M. R.

American Demurrage Rates Reduced

The National Wholesale Lumber Dealers' Association has received word from the Director of Traffic of the United States Railroad Administration that, after May 1st, there will be a reduction in demurrage rates. Since February, 1918, the rates have been three dollars a day for each of the first four days after free time, six dollars for each of the next three days and ten dollars for each succeeding day. The new regulations are forty eight hours free, two dollars per car per day for each of the first four days thereafter, and after that five dollars per car per day. It is also the intention to provide in tariffs for separate average agreements covering inbound and outbound shipments.

A notice has also been sent out by W. S. Phippen, traffic manager of the National Wholesale Lumber Dealers' Association in regard to war tax on freight claims which is as follows:

Section 500, paragraph A of the War Revenue Act of October 3rd, 1917, has been amended and now provides:

"That from and after April 1st, 1919, there shall be levied, assessed, collected and paid in lieu of the taxes imposed by Section 500 of the Revenue Act of 1917, (a) a tax equivalent to three per centum of the amount paid for the transportation on and after such date by rail or water or by any form of mechanical motor power when in competition with carriers by rail or water of property by freight transported from one point in the United States to another; and a like tax on the amount paid for such transportation within the United States of property transported from a point without the United States to a point within the United States."

Under Circular No. 84 issued by Division of Accounting, U. S. R. R. Administration, carriers receiving shipments at ports of entry or border points will place on waybill the necessary information to enable destination carriers to collect the proper war tax.

Evolution of Yarding Methods at the Coast

Leading Features of the Three Systems in Operation—For Many Years Animals Were Only Form of Draft Power Employed—The March of Progress

In the early days of the logging industry, the timber was felled on slopes close to tidewater or beside a drivable stream, along which it was driven to the railroad or the mill situated further down stream, and, in the former case, made into rafts and towed to its destination along the Coast. For many years animals gave the only form of draft power used. Where the haul was short or over soft ground the ox was preferred. On long hauls the horse was usually employed, being more active. Generally, the ox was used to deliver the logs from the stump to the skid road and the horse to haul them over the skid road to the stream, mill or railroad.

The first patent on power skidding machinery was granted in the U. S. in 1883 on an overhead cableway system to get logs out of potholes and swampy places. It was tried out in the cypress forests of North Carolina, with the machine mounted on scows and floated in the



High-lead yarding, Capilano Timber Co., Ltd., Capilano Valley, North Vancouver, B.C.

bayous and sloughs, and was not very successful. In 1889 a ground yarding system was operated with better results in a Louisiana swamp. It consisted of two large drums and an engine and boiler mounted on a scow, from which what in effect was an endless cable passed out into the forest for a distance of half a mile. Power yarding was first used in the Douglas fir forests of the Pacific Coast about the year 1890, when a ground rope system was employed. A vertical-windlass and one link-motion vertical engine, attached to an upright boiler, was mounted on a sled, from which a single line was passed into the woods. The spool was driven directly by a pinion and wheel, both of which were bevel cored.

Power yarding was found superior to animal yarding from the beginning, and succeeded in ousting the horse and ox from the Doug-

las fir regions by 1900. Since then logging engines have evolved into the present compound-gear, ground yarding engine and the long-range, high-speed loading engine, both seemingly developed to near perfection, and the somewhat less satisfactory overhead and high-lead logging engines, susceptible of further improvement.

There are three ways of yarding logs by power: First, with the log dragging on the ground and the haul-in or main yarding line leading along the surface of the ground from the yarding engine to the log; second, with the log dragging on the ground and the main yarding line leading from the yarding engine to a lead block suspended near the top of a spar tree standing close by and thence out to the log; third, with the log riding suspended, or partly suspended, from an overhead cable. These systems are known, respectively, as ground yarding, high-lead yarding and overhead yarding. Each of these different systems is adapted to specific sets of conditions, though, as a practical logging question, it is not always clear which method should be employed. For example, one operator may be securing as good results with the ground method as another operator is securing with the high-lead or the overhead method, under practically the same conditions.

Question of Economy

With any method the yarding output is greatest on level ground, or on ground sloping moderately toward the yarding engine. The drawback to yarding logs downhill with a ground method is that as soon as gravity carries the log forward faster than the haul-in or main line is travelling, the tendency is for the log or logs to run out their chokers or to run behind stumps on the side opposite to that on which the line is leading. As a general rule, the output with a ground method is from 30 to 50 per cent higher when the logs are moved uphill than when they are moved downhill—that is if the ground is so steep as to cause the logs to run downhill, and, of course, when the equipment is powerful enough to handle the logs expeditiously uphill. Overhead yarding methods work better downhill than uphill; the method is especially adapted for yarding logs down steep slopes.

Under the same conditions, and within certain limits, the yarding output is less in small timber than in large. A certain amount of time is consumed in making a yarding trip regardless of the number of logs or the volume of timber hauled, since in any event approximately the same amount of time is lost in hooking up, starting, unhooking and returning the trip line to the woods. In ground yarding there is special advantage in large timber because it is ordinarily not practical to handle as many logs at a trip as with the overhead or high-lead methods. Under certain conditions, particularly with the overhead and high-leads methods, the effect of small timber on the output may be to some extent offset by cutting long logs; and, of course, with fast machinery and relatively larger crews, the yarding output in small timber can be made to approach that in large.

The economic lead varies with the method of yarding. The high-lead affords its peculiar advantages only when confined to a distance of from 500 to 700 feet; ground yarding is generally worked on a maximum of from 600 to 900 feet; while the overhead systems are worked to best advantage on longer reaches, say from 900 to 1,500 feet, of course, it is sometimes necessary to use these systems, particularly the latter, over greater distances. The topography of the country has a great deal to do with fixing the yarding distance, and the volume of the stand also affects the yarding distance, as more miles of spur railroad can be built economically where the stand is heavy than where it is light. The output with the ground-yarding methods is less where the ground is broken up with "potholes," hummocks, small ravines, etc. The effect of these factors on the output with the high lead and overhead methods is not so apparent.

The Ground System

Up to within the last few years the bulk of the timber was yarded by the ground system. With the boundaries of the yarding chance known, and the yarding engine placed in position at one end of the landing, the main and return lines are run out. The first step is to locate the first yarding road. If all the suitable timber on the chance is felled—and it usually is—the practice is to locate the first road on the side bordering the railroad, succeeding roads following each other right around the chance. After the first road is located the straw line is dragged by hand over the road from the yarding engine and passed

through a block adjusted to a tail tree at the far end of the road. From there it is taken 300 feet or more to right and left—depending on the direction the chance is being worked—along the back boundary of the chance and through another block, and thence to the yarder. At the yarding engine, the end of the straw line is then attached to the trip line and the other end is reeled in on the small drum. This drags the trip line out to and through the blocks and back over the road to the yarder. The straw line is then detached and the end of the main line attached to the trip line by means of a clevis. The yarder is then ready for operation.

In addition to the two head blocks, which are hung to the tail trees by means of straps made from short pieces of cable, it may be necessary, to reduce wear and tear on the tripline, to use two or three tripline side blocks, either between the tail trees or between the second tail tree and the yarder; and the placing of the tripline several roads distant from that being logged obviates frequent change in its position and also keeps it well out of the way of the logs as they are hauled in.

In changing from one road to another the method in general is the same. Before the crew gets ready to change to a new road the hook tender may, with the aid of one of the choker setters and the sniper, run out the straw line on the new road and hang the extra head block. Then, as soon as the last log is on the old road, the chaser un-hooks the trip line from the main line and sends it back. When it reaches the new tail tree the hook tender is there to attach it to the straw line and send it in over the new road to the yarder, where it is attached to the main line. By the time the crew has moved up to the front of the new road the butt chain has arrived, thus enabling them to start hauling logs again with little loss of time.

The High-Lead Method

The set-up described above has the main line leading from the main drum, through a fairleader, across the landing and out along the road to the timber. But only a small percentage of the timber can be yarded with the line leading in this way. Most of the roads will form an angle with an imaginary line run from the main-line drum across the middle of the landing. This difficulty is overcome by leading the main line through a butt-chain block hung to a stump standing in line with the yarder and landing and fifty feet or more from the approach end of the landing. In operation the log is yarded to the butt-chain block where the chokers are unhooked from the butt-chain permitting it to pass through the block. The chokers are then re-hooked to the butt-chain and the log continues on its way to the landing.

Briefly, the operation may be described as follows: After the ground around the landing has been cleared, the butt-chain is attached to the main line and run out to the first log. The choker men put the choker around the end of the log, and after the load has been connected to the butt-chain the hook tender or head rigging slinger signals to the engineer to haul in on the cable and the load starts in on the road. When it reaches the butt-chain block the chaser signals to the engineer to stop. He then unhooks the chokers from the butt-chain, pulls the butt-chain through the butt-chain blocks, rehooks the chokers to it and signals to the engineer to go ahead. The log is then dragged to the landing, where it is disconnected by the chaser.

High-lead yarding involves no great modification of ground yarding. The lead block is simply attached to a spar tree as high as is practicable from the ground instead of to a stump, so that the hauling line tends to lift the front end of the log from the ground. The introduction of high-lead yarding on a considerable scale in British Columbia is very recent, but it has grown rapidly in popularity. Its chief advantage over the ground system is that there is a lift to the logs as they come in, so that they are not stopped as much by stumps and other obstructions and therefore travel faster. This advantage is greater the higher the lead block is fixed, but is lost when the yarding distance exceeds, say, 600 feet.

The accompanying sketch gives a good idea of methods of high-lead yarding. A suitable tree conveniently located near the track is used as a spar tree. This tree, with the top cut off—usually at from 120 to 200 feet from the ground—is guyed with from six to nine lines to give it rigidity. In the case of high spar trees there are generally six guys from the top and three from a point near the middle. A high-lead block, with a sheave of from 24 to 36 inches in diameter, is hung near the top below the guy-line fastenings. The hauling line is passed from the drum of the engine through this block and out to the logs to be yarded. As a rule, no landings are built; but, owing to the large output secured, a loading engine in addition to the yarding engine is necessary. Otherwise, the equipment used in high-lead yarding differs little from that used in ground yarding.

The high-lead method is the cheapest method of yarding, under certain conditions. It has displaced the ground yarding system in many cases in B. C., and the overhead system in a few. Yarding output, which largely determines the labor cost, is from 15 to 30 per cent

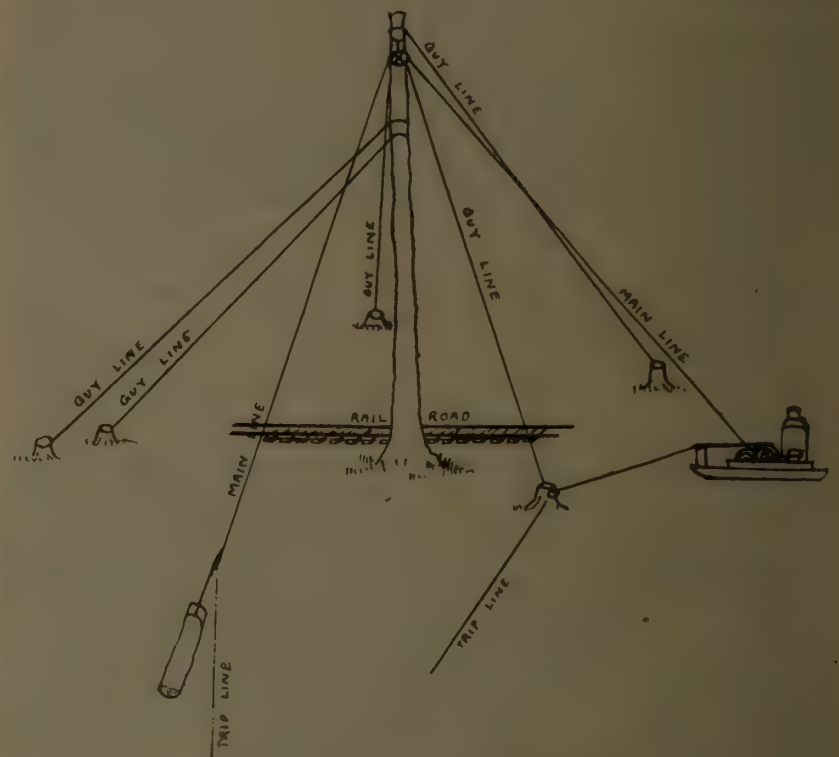
greater with the high-lead than with the ground system when working conditions are suitable. The crews are practically the same under each system, and, roughly the same wages are paid.

Overhead Yarding

A wire hung between two supports, along which the log travels suspended from a trolley, is the characteristic feature of the overhead system of yarding. There are three main methods. Two of these require special engines and the other gives the best results when used in connection with a special engine.

The Lidgerwood overhead system consists of a standing wire cable suspended either between two trees (known as the head spar and tail trees) or between a portable steel head spar and a tail tree. A yarding carriage travels on the cable, being moved toward the head spar by the hauling line and toward the tail tree by the return or trip line. This carriage also carries the slack-pulling line which enables the engineer to give out the length of skidding line necessary to reach the logs lying to on or other side of the overhead cable. Lines, other than the main standing cable, lead from their respective drums on the yarding engine through blocks on the head spar and thence through the yarding carriage to their respective positions. An auxiliary engine is used to load the logs.

The MacFarlane sky-line system differs from the Lidgerwood in that no slack-pulling line is employed, the main cable upon which the carriage travels being raised or lowered when the system is in operation. It was evolved in 1905 by C. E. MacFarlane when confronted with the problem of moving logs about 900 feet down a steep slope to



Sketch picturing high-lead yarding

the Kalama River, Wash., the elevation of the bench above the river amounting to 600 feet, with the slope in places so steep that it was difficult for a man to climb up. To move the logs down this slope on the ground was not practicable and there was not enough water in the river to permit the use of a chute. It was decided that some inexpensive overhead method would have to be used. The trip drum of an ordinary 8½ by 10-inch ground yarding engine, set at the top of the slope, was fitted with a double brake. A 1-inch steel cable was made fast to a stump on the opposite side of the river, led up the hill and passed through a block suspended to a properly guyed tree about 60 feet from the ground. A 7/8-inch line ran from the main drum, through a block attached to the end of the cable, and thence back around a stump, thus providing a purchase for raising the cable. A 5/8-inch tripline was strung about 150 feet to one side of the overhead cable and leading through a block to the carriage.

In yarding a log, say, 100 feet from the main cable, the tripline pulled the carriage and cable over to the log, permitting it to be hooked on. Slack was then taken out of the main cable, thus elevating the log, and by reeling in the 7/8-inch purchase line the log was lowered down the hill by letting out the trip line. When the log reached the river the main cable was lowered, permitting the load to be unhooked. The device constituted an overhead snubbing system, since it relied on gravity to get the logs in, and Mr. MacFarlane found that the steep ground had actually been logged as cheaply as moderately level ground by the ground method.

This system has since been considerably improved. Now a main

cable is suspended between a head tree and a tail tree. Upon this the carriage travels. Two lines only are required to operate the carriage; one to haul it in and the other to haul it back. The main cable, leading from a drum on the logging engine, passes through a block suspended near the top of the head tree, thence out to and over a tree-shoe suspended on the tail tree, and then down to a stump, to which it is made fast. The haul-in line, leading from the second drum on the engine, passes through a block on the head tree, in the same way as the main cable, and thence to the front end of the carriage, where it is made fast. The haul-back or trip line, leading from a third drum in the engine, passes along one side of the run, then through a block on the tail tree and thence to the back end of the carriage.

In operation, the haul-back line hauls the carriage out along the main cable to the point where the log is to be hooked on. Then the main cable is slackened sufficiently to lower the carriage to the ground. When the choker has been attached to the carriage the main cable is tightened until the front end of the load is raised far enough from the ground to clear obstructions. Powerful brakes on the main drum hold the main cable taut while the carriage with its load is pulled in. When the load is brought to the landing place the main cable is lowered and the load unhooked.

North Bend System

What is known as the North Bend system of yarding is credited to R. W. Vinnedge, of Edgewick, Wash. It is favored by a number of operators because of its simplicity and wide range, and because of the fact that it may be worked successfully with an ordinary ground yarding engine.

The carriage rides on a standing line, which may be stretched from the head tree to the tail tree and then anchored to stumps, as in the case of the Lidgerwood system, or which may lead from a drum on the engine, as in the case of the MacFarlane sky-line system. The latter is the better method and is always used when the engine makes it possible. The haul-in line is attached to the carriage. In the bight of this line, between the carriage and the head tree, a butt-chain lead block is hung. To this block the load is attached. The haul-back line is run out along the trip from 100 to 150 feet from the standing line, in the same manner as in ground yarding, and attached to the lead-block. This line is used to draw to any desired point the block to which the load is to be attached. An ordinary two-drum yarding engine may be used, but an engine designed especially for use with the MacFarlane system gives better results.

We have given above the more popular systems of yarding in the woods of B. C. There are others less commonly used which space does not allow us to describe. But sufficient has been said to show how far yarding methods have advanced from the comparatively recent time when man had to depend solely on the ox and the horse for assistance in his logging operations.

Forest Service Staff Hold Gathering

A gathering of interest not only in itself but also because it illustrates the modern trend toward more scientific care of the forest resources of the province was held in Fredericton last month, when the forest service staff of the New Brunswick Crown Lands Department met in convention. This staff was organized during the last year under the provisions of the forest act adopted at the 1917 session of the legislature, and the meeting gave the members of the staff their first opportunity to compare notes and learn more of their duties and the possibilities that lie therein by contact with one other and with experts in various lines. The gathering was regarded as so successful that a strong demand was made for its repetition next year, and it is expected that it will be made an annual event.

G. H. Prince, provincial forester, presided; Colonel T. G. Loggie, deputy minister of lands and mines, delivered an address of welcome, in which he referred to the results secured under the new forest act, which, he said was recognized as one of the most advanced pieces of legislation in Canada. He also referred to the forest fires law now in force and to the forest survey now in progress.

R. A. McFadgen, chief scaler for the New Brunswick Railway Company, one of the largest private owners of timber lands in the province, read a paper on "A Business System of Scaling." William Kerr, one of the inspectors, gave an address on "The Qualification Required in a Successful Scaler," and a general discussion, led by A. T. Murchie, the chief scaler, and participated in by many of the delegates, followed.

J. D. Tothill, of the Dominion Entomological Branch, gave an interesting address on the spruce bud worm and the damage it had caused to the spruce and fir trees in New Brunswick, giving an outline of the life of the insect, at the afternoon session.

Hon. E. A. Smith, Minister of Lands and Mines, welcomed the rangers and inspectors to the conference and complimented them on the work they had accomplished during the year.

An instructive address on the value of an educational campaign

in forest fire protection, accompanied by some interesting films, was given by Robson Black, secretary of the Canadian Forestry Association, Ottawa.

A dinner was given in honor of the delegates at Windsor Hall, after which addresses were made by Hon. Mr. Smith, Col. Loggie, Clyde Leavitt, Chief Forester of the Conservation Commission, Harry Allen, President of the N.B. Guide Association and others.

Mr. Clyde Leavitt gave an interesting address on railway fire protection and locomotive inspection, in which he described the system of fire inspection as carried out by railways under the jurisdiction of the Board of Railway Commission; also that with regard to railways not under the board, and told of some of the fire protective appliances used on locomotives.

Forest Branch Down East is Active

The Forest Service of the Department of Lands and Mines in New Brunswick is taking early precautions to prevent losses from forest fires during the coming season.

The period during which burning slash and brush within half a mile of the forests can be undertaken only with a permit commenced on April 15th, and continues until October 15th. This feature of the fire laws is to be strictly enforced this year, it is announced, the penalty for infractions being \$200.

"Slash fires neglected last year caused nearly \$10,000 loss to the settlers themselves, and it is to guard against this loss that the fire permit is required," declared Provincial Forester G. H. Prince.

"Last year fishermen, hunters, campers, picnic parties who neglected their camp fires or threw away burning matches or tobacco caused a damage of \$60,000 in New Brunswick, and burnt over 17,000 acres of forest lands. The greatest damage was caused on the 24th of May and 3rd of June, the holidays when many people spend the day in the woods picnicking or fishing. The department asks for the co-operation of all interested to prevent fires this year."

Gift of Woodlands to Ontario Province

There was introduced in the Ontario legislature, recently, a unique piece of legislation. The bill, which was presented by Sir William Hearst, was passed. He explained that it was one dealing with private forest reserves, and that it related to a gift of Mr. Snider, of St. Jacobs, Waterloo County, who had helped the forestation of old Ontario by private co-operation. The object of the bill was to have such lands registered as to their title, with the forest reserves of the province in perpetuity, so that no one may cut or remove the trees without the consent of the minister of lands and forests. A tribute was paid to Mr. Snider as being the first resident of Ontario who, by giving this woodland directly to the Crown, had created a precedent of private co-operation in the policy of public reforestation.

How Sawdust is Becoming Valuable

It is not very long ago since sawdust at the mills was considered a nuisance and for the greater part was thrown into the water. If a small quantity of it could be sold now and again, it brought a price of from 1 to 1½ cents per bushel. The largest mills in Norway thought they did well when they could earn from sawdust \$2,000 to \$3,000 a year. Now this refuse has become valuable, the price having risen from 10 to 15 cents, and from the large quantities sold forms a considerable item in the incomes of the mills, some of them now earning from this source \$30,000 to \$40,000 a year. The reasons for this heavy rise in the value of sawdust are several. The high prices of fuel during the last few years have caused sawdust to be employed as fuel. However, sawdust attained its principal value after the cellulose mills commenced to use this material; and thereby it has secured a steady demand and, what is very important for the future, a comparatively high price, when the prices of fuel again become normal.

Hudson Bay Railway Will be Built

An important conference in regard to the Hudson Bay Railway was held in Ottawa recently when Premier Norris and Provincial Treasurer Brown, of Manitoba, waited upon the government.

The Federal ministers gave the assurance that the promise made some time ago to purchase 250,000 ties was being implemented, tenders having been called for already. The ministers intimated clearly that they recognize that the Hudson Bay project is one that must be gone on with. In this connection it was pointed out that any amount of money which may be placed in the estimates this year, will be in the nature of a re-vote as the sum voted last year was not spent.

Montreal Port—Canada's Important Outlet

The importance of Montreal as a port may be gauged by the fact that during the season of seven months 40 per cent. of the total commerce of Canada passes through Montreal. The harbour is very finely situated, the transportation routes in Canada nearly all leading to the city. The port, however, has only been developed at great expense. Fortunately successive Federal Governments have recognized that it is a national asset, and have made large appropriations from time to time to keep pace with the growing business and to capture and retain traffic, particularly in grain, to secure which the United States have made great efforts and spent large sums. Montreal is a great grain port, and is equipped for the rapid handling of this commodity.

The real development commenced in 1830, and since then, under the advice of some of Canada's most eminent engineers, extensive improvements have been made, until the Dominion now possesses one of the foremost harbors on the continent. Mr. F. W. Cowie, the chief engineer, who, by the way, was awarded the Telford medal by the Institution of Civil Engineers for his paper on the "Transportation Problem in Canada and Montreal Harbor"—thus sums up the situation:

Survey of the Splendid Facilities

Canada has a wonderfully cheap asset in Montreal harbor. The total cost, \$28,000,000, is represented by:

80 to 90 steamship berths from 350 to 750 feet in length, with a depth of water of 20 to 35 feet.

35 of these steamship berths are at modern concrete wharves, built in the past few years.

Two large modern fireproof elevators with conveyor system to 15 steamship berths, at which 9 vessels can be loaded with grain at one time.

21 permanent fireproof transit sheds.

51 miles of harbor terminals.

Complete and valuable construction and repair plants.

About 200 acres of land situated in the most valuable position, industrially, in Montreal, all reclaimed.

At what other port in the world could such valuable accommodation be shown, created at such low cost?

The Accommodation Will be Doubled

Comprehensive extensions are also in contemplation, the plans being already prepared. The programme was decided on in 1909, the object being to double the accommodation over a period of

about 12 years. The work was interrupted by the war, but will be recommenced at an early date.

Access to the head of the Lakes is given by the Lachine Canal, thus providing navigation for 1400 miles into the interior of Canada. Immense sums have been spent on dredging the St. Lawrence ship channel, from Montreal to the sea, enabling the large ocean liners to reach the port, this work having been commenced in 1850.

One of the most recent developments is in the direction of ship-building, Canadian Vickers, Ltd., having built a large shipyard on the banks of the St. Lawrence and also a floating dock, the harbor authorities furnishing a site of 30 acres of made land and dredging the deep basin. During the war Messrs. Fraser, Brace & Co. built a number of wooden boats in a yard constructed for this purpose.

The Members of Harbor Commission

The administration of the harbor is in the hands of a Commission appointed by the Federal Government. The Commissioners are Mr. W. G. Ross, president, Mr. Farquhar Robertson, & Brig.-General A. E. Labelle, Mr. M. P. Fennell, junior, is secretary; Mr. F. W. Cowie, chief engineer; and Sir John Kennedy consulting engineer.

The revenue of the harbor is mainly derived from wharfage dues on imports and exports, local wharfages, rental of space and transit sheds, and charges for operating various harbor facilities. The traffic is regulated under a number of by-laws. By these lumber and timber is charged 10c per 1,000 ft. b.m. when landed or shipped in the harbor, or \$1.50 per carload when handled by rail. Railway ties are charged 25c per 100 pieces of 8 ft. length and 50c per 100 pieces of 16 ft. length. Wood pulp is charged 8 cents per ton and cordwood 5c per cord. Goods remaining on the wharves or in the sheds for more than four days after the discharge of the vessel are liable to extra charges, as under, for each of the first four days, an amount equal to the wharfage paid on the goods, and for each and every day thereafter, double the amount of wharfage paid on the goods. Lumber landed on the wharves ex barge or steamer, however, is allowed a further delay of three days for removal in addition to the four days mentioned, making seven days in all before the additional charge is made.

The charges for moving cars on the harbor tracks are graduated according to the distance moved, and also according to other conditions, at lower rates, it is stated, than local Canadian switching rates.

The Annual Shipments of Lumber

As an export port for lumber, Montreal has fallen away from its once pre-eminent position. The peak was reached in 1898 when 335



View taken from roof of Head Office, showing congestion of Lake Boats on account of break in Lachine Canal, July 26, 1916

million feet were shipped. The following figures, dating from 1903, will indicate the downward tendency of shipments:

	Feet. B.M.
1903	231,225,695
1904	153,689,912
1905	157,031,256
1906	146,765,423
1907	117,429,175
1908	107,934,057
1909	117,946,859
1910	117,806,706
1911	103,473,220
1912	109,370,764
1913	105,819,167
1914	71,401,401
1915	106,515,024
1916	104,698,013
1917	39,429,497
1918	57,939,091

With the exception of 1904 and 1907 the decreases were not heavy; the process was gradual, with slight gains occasionally, but with the main direction towards a lower level.

The years of the war have to be considered by themselves. The exports in 1914, after the declaration of war, almost ceased, but in the next two years the totals were about normal, notwithstanding the enormous advance in shipping rates, which, in 1917, went to \$150 per standard. The reason for the small shipments in that year was the commandeering of practically the entire space by the Government. Last year the Government went one better, and took all the space, every shipment to the U. K. being made on account of either the Imperial Munitions Board or the British Timber Controller. The increase last year was mainly owing to the shipment of very large stocks of B. C. fir and silver spruce for aeroplanes.

The Changes Wrought by Time

The gradual decline in shipments from the port, over a series of years, is due to several causes. One is the disappearance of the trade with River Plate ports, which used to take from 7 to 12 million feet per year, principally pine. The Baltic ports, too, have in late years been very active competitors for the U. K. business, particularly in red pine and spruce. The freight rates are considerably lower than from Canada, and this naturally has an important bearing on the price of lumber. Then we have paid increasing attention to the United States, thus opening up a nearer market. Going farther back than the period covered by the above statistics, there was a very large trade in staves, full cargoes of these being taken for the old country. This business no longer exists. Thus a combination of causes has led to Montreal's decline as a lumber export centre, although in other directions the port has made wonderful progress.

Montreal is an important port from the point of view of the Ottawa lumber trade, the boats having access to the harbor through the Lachine Canal. As an illustration of this, the figures for last season may be quoted. Lumber from Ottawa for U. S. ports per American Canal boats totalled 27,286,800 b.m., an increase of 4,821,600 feet. A very large quantity of lumber for overseas is also sent to the port by barge and transhipped on to the liners. Last year the lumber discharged in the canal basin was: Up traffic 8,617,600 feet, and down, 6,466,200 feet.

A very considerable traffic in pulpwood and pulp is done through the port—thus last season 15,278 cords of pulpwood were carried via the Canal to Canadian ports, and 66,701 cords to American ports; while of pulp, 1,425 tons went to Canadian ports, and 49,948 tons to American ports.

Shipping Facilities Have Improved

Contrasting Montreal docks 25 years ago and as they exist today. Mr. E. L. Todd, Montreal manager of Watson & Todd Ltd., lumber exporters, states: Twenty-five years ago the Montreal dock sheds were wooden sheds with tin roofs, which simply baked those who had to do business within them. In the spring, water covered the wharves to a considerable depth, and even flooded some of the city sheds. As a lumberman, I was naturally interested in the manner in which lumber was discharged. It was teamed to the outside of the sheds and placed as far as possible out of the mud. I saw many instances of the unsatisfactory methods—to use a mild term—in which lumber was handled. Lumber would be dumped right into the mud, piled into tiers, and then deluged with water by passing water carts.

All this has been changed. The wharves are now raised to the level of the adjoining street, paved, steel and concrete sheds erected, piers built out into the river, and the harbor has a very attractive appearance. Many improvements, however, still remain to be made,

and it requires experience in working on the docks to find out the deficiencies. The shortcomings are especially noticeable when large inward cargoes, such as galvanized iron, tin, machinery, etc., have been unloaded, and when one attempts to put an outward cargo into the same shed.

In my opinion, the piers are not long enough to hold two steamers properly. Naturally one cannot expect perfection, but I hope that the harbor commissioners will soon remedy what I consider to be defects in the matter of accommodation for the lumber trade.

Lumber exporters still adhere to the old method of carting lumber into the sheds; they are not allowed to order cars alongside the sheds, as the harbor commissioners state this is not through traffic, but handled by the exporters themselves; in other words, exporters are penalized because they are required to look after the goods, and see that they are O.K. before leaving. If shipments are made on a through Bill of Lading, the railways put on a checker to check the goods, so many pieces more or less, generally less, through inability of the checker to check properly. Twenty-five years ago the wages of tallymen were 20c per hour, whereas to-day the men earn from 21 dollars to 25 dollars per week. Moreover, the class of men has greatly improved; better service is given, and the hours are shorter.

Canadian Woods for Railway Coaches

In regard to the kinds of timber used in the construction of British railway carriages and freight wagons and the woods from Canada that could be profitably and economically supplied, together with the sizes and probable quantities, E. H. Clark, stores superintendent of the North Eastern Railway, Gateshead, England, writes the "Canada Lumberman," as follows:

In the building of our coaches or carriages, we use for the under-frames English and American oak and teak scantlings, a large proportion of which are cut from logs at our own works. Teak is used for the top frames, the compartment partitions and roof boards being of redwood, and the outside panels either mahogany or teak.

In wagon building, the under-frames are constructed of English and American oak scantlings, the latter being imported in the sizes given in the enclosed specification. These vary, of course, with different types of wagons. The wagon body consists of redwood, the usual sizes being 9 in. x 2½ in., 7 in. x 2½ in., and 9 in. x 3 in.

Probably the Canadian timber trade would be mainly interested in the supply of redwood, which has usually been obtained in large quantities from either Sweden or Russia in the following sizes: 11 in. x 3 in., 9 in. x 3 in., 7 in. x 3 in., 11 in. x 2½ in., 9 in. x 2½ in., 7 in. x 2½ in., 9 in. x 2 in., and 7 in. x 2 in.

Canadian red pine in 11 in. x 3 in., 9 in. x 3 in., and 9 in. x 2½ in. has also been used; but it was not found to be quite equal in quality to the Swedish or Russian. It is also found very uneven in size, and is generally coarser than the Baltic woods, while the lengths in which Canadian pine is mainly imported, 16 ft. and under, are an objection, the lengths we prefer being 15 ft. and 16 ft. in the case of 11 in. x 3 in. and 9 in. x 3 in., 14 ft., 15 ft., 16 ft. and 21 ft. for 9 in. x 2½ in., and 16 ft. and upwards in the case of 7 in. x 3 in. and 7 in. x 2½ in.

Great importance is attached to the quality of the timber used in building our vehicles, best Petrograd or Swedish, free from large knots and sap, and in long lengths of 18 ft. and up being preferred for roof boards, and second Petrograd or Swedish unsorted for other parts; Canadian timber intended for use in railway wagon building should not be inferior to these descriptions.

Specification of American Oak Scantling

8' 2" x 11½ x 4.7/8".	7 7 x 9½ x 2.3/8.
6 0 do.	7 2 x 3.7/8 x 2.3/8.
7 7 x 13.3/8 x 4.7/8.	6 1 x 6.3/8 x 4.3/8.
15 8 x 9½ x 4.3/8.	4 6 x 5.3/8 x 3.7/8.
7 5 x 11¼ x 3¾.	7 10 x 8 x 3¾.
5 3 x 11¼ x 3¾.	6 6 x 3.7/8 x 3.7/8.
7 10 x 11¼ x 3¾.	6 10 x 2.7/8 x 2.3/8.
7 2 do.	25 0 x 12¼ x 5¼.
6 9 do.	8 2 x 12¼ x 4¾.
6 4 do.	19 6 x 11½ x 4.7/8.
6 2 do.	16 8 do.
6 0 do.	15 8 do.
5 9 do.	19 6 x 6.1/8 x 4.3/8.
5 6 do.	16 8 x 7¼ x 3.3/8.
4 11 do.	16 8 x 4.7/8 x 3.7/8.
4 6 do.	7 5 do.
9 1 x 4.3/8 x 4.3/8.	7 1 do.
8 3 do.	5 8 do.
6 7 x 4.7/8 x 4.7/8.	15 8 x 5.3/8 x 4.7/8.
7 7 x 11 x 2.7/8.	16 8 x 10 x 3.7/8.
7 7 x 8.3/8 x 2.7/8.	8 2 x 14.3/8 x 4.7/8.
6 6 x 7.3/8 x 2.7/8.	7 10 x 14.3/8 x 5.7/8.
7 2 x 3.7/8 x 2.7/8.	7 7 x 14.3/8 x 4.7/8.

Great Future Ahead of Port of Vancouver

(By S. McClay)

In the establishing on a successful working basis of a port of any magnitude certain factors must exist, natural and acquired. As a foundation, the location must have behind it a territory in which is found population, natural resources, and industrial development of such a character as to provide stable sea going trade. Before it must lie a territory which may be reached by the water route economically and afford a reciprocal market. The harbor itself must be located so as to afford natural protection for large vessels under advantageous conditions. Upon this foundation must be established rail and subsidiary coastal water connections which thoroughly tap the territory behind the harbor and the natural location must be properly developed, either publicly or privately, by the provision of equipment for the prompt and economical handling of the water borne business of the port.

All of these conditions are found at Vancouver in a remarkable degree, and because of this fact, the development of the point as a port has been phenomenally rapid, its position at the present time being such as to constantly attract with increasing force the attention of the great world interests. Largely as a result of the development of its business as a port, the city has grown from its scattered population of a few hundred in 1885 to its present position of the fourth city of Canada having urban and suburban population of approximately 175,000. As a port, Vancouver today more than rivals Montreal, where systematic port development work has been carried on for years, and the outlook for Vancouver becoming one of the great seaports of the world is not by any means visionary. In the opinion of many who are in a position to speak with authority such a future is absolutely assured.

For nearly a century after its discovery Vancouver remained a small settlement, its surrounding waters being devoted to only local uses. Then in the early 80's, the Canadian Pacific Railway saw the value of the harbor as the Western terminal of the first Canadian transcontinental railway, and in 1886 completed its line to the point. The city was then incorporated and the name "Vancouver" given to it in honor of the man who, 94 previously, discovered the harbor. Since the incoming of the Canadian Pacific Railway, the development of the city and port has been phenomenally rapid. The survey of the harbor, which was made by Captain Richards in 1860, was revised in 1891 by a thorough survey made under the direction of Mr. W. J. Stewart of the Dominion Hydrographic department.

Description of the Harbor

The harbor of Vancouver, B. C., is described in ancient admiralty records as—"the first great harbor that indents the coast of British Columbia." It is located on the easterly side of the Straits of Georgia, some distance north of the 49th parallel and a few miles northeast of the point where the flood of the Fraser River pours into the straits. The limits of the harbor are particularly described in an act of the Dominion Parliament as follows: "The harbor shall include Burrard Inlet with the North Arm and Port Moody, False Creek and English Bay and all other tidal waters lying east of a line drawn from the Point Atkinson lighthouse southerly to the most westerly point of Point Grey."

English Bay, which may be termed the outer harbor, is an enclosed body of water having a uniform width of five miles and extending from the Straits to Prospect Point; it forms the entrance to the central harbor, a distance of six miles. The depth of this portion of the harbor is from 50 to 60 fathoms at its entrance, and 5 to 6 fathoms near the shores. This section is sufficient for the accommodation of extensive shipping. Up to the present, however, it has been but little used for the purpose, owing to the far more advantageous location afforded by the central harbor as hereafter described. English Bay is, however, so naturally located as to lend itself admirably to development work which will make it an ideal location for port business, and, in the opinion of the writer, will, as the port develops, become the most important part of the harbor.

The centre harbor is reached through First Narrows where a channel 1,400 feet wide exists, the depth being 35 to 72 feet at low



S. McClay, Vancouver, B.C.
Chairman of the Harbor
Commission

water. The central harbor extends from First Narrows to Second Narrows, a distance of five miles, with a maximum width of two and a half miles and affording a depth of 9 to 10 fathoms. It is in this section of the harbor that the greater part of the business as a port is carried on.

East of the central section, Burrard Inlet extends to Port Moody, a distance of about 9 miles, with a tributary inlet, the North Arm, extending for some distance to the north from Barnet. This section of the harbor may be termed the industrial section, as its shores offer adequate sites for the establishment of industries, which, on the south side, have the advantage of both rail and water transportation. Already many thriving industries are located in this section. These same remarks apply to False Creek, an arm of English Bay extending east from Prospect Point a distance of several miles, on the shores of which some of the principal industries of the city are operating.

The Harbor's Ideal Natural Location

The natural location of the harbor of Vancouver is all that could be desired, view it from whatever standpoint one may. This fact has led both harbor experts and after dinner speakers to declare it "one of the best natural harbors in the world." It is perfectly sheltered, and the locality is free from periodical disturbances, such as cyclones, hurricanes and even heavy winds. The greatest wind velocity ever recorded is 30 miles an hour and the average hourly velocity for the last three years is reported as follows: 1915, 4.5; 1916, 4.6; 1917, 4.4. Even should a hurricane develop, the location of the inner harbor (which is three-fourths of the entire area) is such as to afford perfect shelter under such trying conditions.

The harbor is open all the year around, the question of ice as an impediment to its use in winter being a factor which need not be considered. The status of Vancouver as a winter port is unique in Canada, as it affords a water borne export outlet at a time when all other ports of the Dominion are either tied up or operated under great difficulties owing to weather conditions. The prevailing temperatures for the last three years reported are as follows:

1915 Max 89.5 (Aug.)	Min 22.9 (Dec.)	Average 51.36
1916 Max 82.9 (June)	Min 6.0 (Jan.)	Average 47.2
1917 Max 82.6 (July)	Min 10.3 (Jan.)	Average 48.8

The area of the harbor is so great, and its depth so ample, as to allow free navigation under any conditions. The bed is chiefly of blue clay formation which assures a good anchorage. The situation is such as makes it possible, when wharves are congested, to load or discharge cargoes from scows or lighters in the stream with perfect safety. Tidal conditions are also favorable, the greatest rise recorded in 24 hours being 16 feet with a minimum report of 8¼ feet and an average rise and fall of less than 12 feet. The harbor is practically free from submerged rocks, shoals and other dangers to navigation such as are a handicap or a source of enormous expense to so many harbors.

I have previously mentioned the location of many thriving industries on the harbor foreshore, a point of manifest economic value in the operation of such plants. The Vancouver harbor is well suited for this purpose as, out of its entire 98.4 miles of water front, there is practically none which is not suitable for either industrial or commercial purposes.

The importance of the port of Vancouver should not be underestimated. I have briefly outlined its natural advantages and would now briefly review the field which it serves and the possibilities which lie before it.

Advantages as to Export Trade

From the standpoint of the world trade, the port of Vancouver is located in a strategical position. It is today practically the only Pacific gateway for the Entire Dominion of Canada for water borne shipments. It is also within 25 miles of the International Boundary Line, its location for port purposes being one of the facts borne in mind by United States transcontinentals when establishing terminals at the point. Its situation with reference to Panama Canal traffic is advantageous as it is the first Canadian port on the Pacific in relation to this great transoceanic short-cut.

Back of Vancouver stands a country with an area of nearly four

million square miles which looks to the port as its natural Pacific outlet. Wonderfully rich in natural resources, (the full measure of which has not yet been even approximated), rapidly advancing in population, already established as one of the great grain growing districts of the world, making rapid strides along every line of industrial development; this territory covers a wonderful field. The port is connected with every portion of the settled districts of this great area by the Canadian Pacific, Canadian National, Grand Trunk Pacific and Pacific Great Eastern Railways, all of which have terminals in Vancouver. To this must be joined the business coming from the United States over the Great Northern, Northern Pacific, and the Chicago, Milwaukee & St. Paul Railways, all of which have either established terminals or connections with the port. Such is the truly wonderful field which stands behind Vancouver as a port.

Before the city lies the Orient—a fruitful field, as yet only partially developed—the islands of the Pacific and Australia, with all of which the port carries on business. Nor is the story yet all told, for Vancouver claims as a port a far wider field than the Pacific. Previous to the war, water-borne shipments were carried, on regular callings at the port, to the Old Country, via the Mediterranean and the Suez Canal; and the possibilities opened up by the Panama Canal will undoubtedly still further strengthen its hold, and widen its field of service to points upon both shores of the Atlantic.

One of the principal factors in port development is the provision of both rail and water cargoes in either direction, as the running of "empties" or voyages "in ballast" are not economic operations. Vancouver offers advantages in this line which are just now being fully brought out, mention concerning which I may well make at this point. For years, the problem of transporting the immense grain crop of Northwest Canada to its natural destination (the Old Country) has been hedged with difficulties owing to transportation on the Great Lakes being closed during the winter. As a port which is open all the year round and affording direct connection with England via the Panama Canal, the advantages of Vancouver for such shipments were pointed out. Objection was made as to the danger of the grain deteriorating when shipped in bulk on account of the long voyages, and the

passage through the tropics. During 1917, however, a trial shipment of 100,000 bushels was sent by this route. The experiment was closely watched by the Government authorities whose report on the trip shows that the cargo contained 15 per cent abnormal moisture when it left Vancouver in November 1917, but that it reached London in February, 1918, in first class condition, and was accepted as such by the consignees. This shipment proves beyond all question the possibilities of Vancouver as a port for the shipment of grain in bulk from the Canadian Northwest to the Old Country.

Other illustrations as to the possible development of Vancouver as a port because of the Panama Canal short-cut are afforded when it is stated that water borne shipments of shingles may be made by this route from Vancouver to Boston at 40 cents per thousand and that a 40 lb. box of British Columbia apples may be shipped in cold storage by the route for 25 cents—less in each case than the delivery cost of the single unit within the Boston city limits.

As showing the present standing of Vancouver as a port, I give the following figures as to tonnage for the fiscal years ending March 31st:

		1917	
Foreign	Inwards	1520	Tonnage (gross)
	Outwards	1392	2,014,859
Coastwise	Inwards	9493	1,734,629
	Outwards	9793	3,356,050
Grand total			3,629,551
		1918	
Foreign	Inwards	1449	Tonnage (gross)
	Outwards	1369	1,890,873
Coastwise	Inwards	9993	1,392,141
	Outwards	10206	3,549,997
Grand total			3,806,496
			10,735,089
			10,639,507

In May, 1913, the Dominion Parliament placed the harbor of Vancouver under the control of a Harbor Commission consisting of a



KEY TO BIRD'S-EYE MAP

- | | | | |
|---------------------------------|-------------------------------------|------------------------|---|
| 1. Mount Garibaldi. | 12. The Lions. | 23. Colony Farm. | 34. Ferry to Ladner. |
| 2. "To Fort George." | 13. Britannia Mines. | 24. Port Moody. | 35. Pacific Highway to Seattle and South. |
| 3. Squamish. | 14. Mount Grouse. | 25. Fraser Mills. | 36. Crescent Beach. |
| 4. Pulp Mills. | 15. West Vancouver. | 26. New Westminster. | 37. Ocean Park. |
| 5. Mount Elismere. | 16. Capilano Canyon. | 27. City of Vancouver. | 38. White Rock. |
| 6. Mount Wrottesley. | 17. North Vancouver. | 28. Stanley Park. | 39. To Chilliwack and Fraser Valley. |
| 7. Bowen Island. | 18. Lynn Valley and Seymour Canyon. | 29. Marine Drive. | 40. To Alaska and Prince Rupert. |
| 8. Point Atkinson. | 19. Wigwam Inn. | 30. Point Grey. | 41. To Nanaimo. |
| 9. Whytecliffe (Horseshoe Bay). | 20. North Arm, Burrard Inlet. | 31. Marpole (Eburne). | 42. To Victoria. |
| 10. North Shore Marine Drive. | 21. Coquitlam Lake and River. | 32. Steveston. | 43. To Honolulu, Australia and Orient. |
| 11. Black Mountain. | 22. City of Coquitlam. | 33. Lulu Island. | 44. To Seattle, Tacoma, San Francisco. |
| | | | 45. Imperial Oil Plant, Ioco. |

president and two commissioners. Authority was given this commission to establish regulations for the government of shipping in the harbor and to exercise control on the foreshore, as well as appoint a staff to carry out these rules. This work has been done in conformity with the practice observed in the best regulated harbors of the world.

In addition to the regulations and control exercised by the Harbor Commission, it also directly operates one of the finest public wharves on the Pacific coast. This wharf is located on Burrard Inlet, in the heart of the central harbor. The wharf is of the reinforced concrete type of construction, a new method on the Pacific coast being employed in the work, involving the use of cribs reinforced with concrete and a heavy mass wall of concrete. The wharf is 800 feet long and 300 feet wide and is so located as to give a depth of 35 feet at low tide. On the wharf are two sheds, with trackage on each side, the easterly being 676 feet 10 inches in length and 78 feet 8 inches in width, and the westerly 843 feet long and 97 feet 9 inches wide. This shed is provided with a depressed track. There is a steady demand for accommodation at this wharf, and during the past year, the Harbor Commission has been compelled to turn away business from it owing to the berths being occupied, or storage accommodation being completely taken up.

Adjoining this wharf is a Dominion Government grain elevator which has a capacity of 1,250,000 bushels. The receiving capacity is 20,000 bushels an hour, and the loading capacity 60,000 bushels an hour; the plans providing for this loading being carried on for four vessels at one time. The equipment also includes a sacking plant capable of handling from 3,000 to 5,000 bushels an hour.

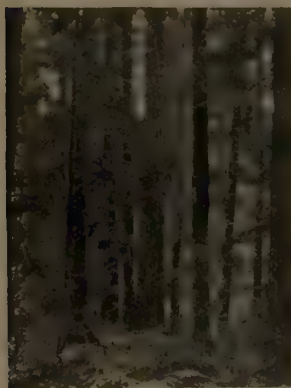
The Harbor Commission judges that the fostering of industrial development came within its field and has, to that end, reclaimed 33.13 acres of land in False Creek. This work was done in 1917, the reclamation being accomplished by dredging in the waterway. 971,457 cubic yards of material were used and the reclamation work cost

14c a square foot. The Harbor Commission named the tract "Industrial Island" and has divided it into three zones, offering the sites to industries on 21 year leases, with privilege of renewal for two additional terms. Zone "A" contains 11.24 acres and fronts on the main channel with 20 feet of water at low tide; the annual rental here charged being \$1,500 an acre. Zone "B" 11.35 acres, with 12 feet of water, rents for \$1,000 an acre per annum, and Zone "C", 5.60 acres, which has only trackage facilities, rents at an annual payment of \$800 per acre. The Harbor Commission's plan of granting to industrial plants practically permanent leases on a ground rental basis has been heartily welcomed and over half the property has already been leased with many industries now in operation.

How Much Remains to Be Done

While the Harbor Commission has already done valuable work in developing the port business of Vancouver along many lines and putting port affairs on a sound working basis, it is admitted that there is much which still remains to be done in the line of provision of equipment, etc., to adequately prepare the port for its future needs. The Harbor Commission recently took up with the Hon. C. C. Bal-lantyne, Dominion Minister of Marine and Fisheries, many questions of this character. The Minister showed a hearty interest in the development of the port, as to the future of which he had no doubt, and promised hearty co-operation in the plans outlined. The first step of the program agreed upon was taken some months ago when an expert harbor engineer was sent to the coast to look over the situation and recommend to the Ottawa authorities a systematic policy of extension as to improvements and equipment designed to cover the demands of the port for the next 15 years. It is with genuine pleasure that I record this progressive policy of the Honourable Minister, as all connected with port development know that in this field it is necessary to plan years ahead in order to properly meet demands as they arise.

The Ups and Downs of Ocean Freight Rates



The war created a revolution in freight rates of lumber from Montreal to the United Kingdom. Under the extraordinary demand for space by various industries and the limited amount available, owing to the heavy shipments of food, and ammunition and other war materials, rates rose to a height beyond all expectations. It was naturally thought that they would advance substantially, but the destruction of vessels by submarines with the consequent reduction in the number of vessels, and the attendant war risks, upset all calculations, and forced rates up to a very high point—the highest ever known.

The governing factor in the rise was supply and demand. With the diversion of many boats to war uses, and the enormous depletion owing to submarines, the number was, of course, limited. On top of this freight of every kind was offered in liberal quantities—so much so that the steamship companies were unable to find accommodation for all the goods requiring transportation from Montreal. Under these circumstances freights increased, until as much as 650s per standard of lumber were paid. The exporters, in addition, had to bear the very substantial additions to insurance involved in war risks.

The exporting firms, in fact, had a particularly anxious period. The demand was uncertain and the rates of freight were constantly advancing. Then the shippers were never sure as to the space available, as the government had the first claim on the vessels, and sometimes at the last moment the space arranged for was taken over by the government. This meant expense for demurrage. In 1917 the government claimed nearly the whole space, allowing the steamship companies 15 per cent., and later 10 per cent. for commercial purposes, thus curtailing lumber shipments. Last year the entire space was commandeered, the exports being wholly on government account.

The Sky Rocket Rates for Carriage

Just before war started the rate for deals to the United Kingdom was 35s to 40s. The government took over a large number of vessels soon after hostilities commenced, and the rates advanced to 60s. At the opening of navigation in 1915 the rates were up to 100s to 125s, according to port, and there was a steady rise, and at the end of the season 200s were paid. During that season there was a very substantial increase in shipments, the total in fact being the largest during the war period.

Opening at 275s, freights continued in an upward direction during the early period of 1916 season until 400s were paid for deals, with 600s for timber. Then quotations took a most unexpected fall, dropping 125s within ten days. This was due to more vessels being released and also to the small amount of grain which was offered. The sudden collapse in rates upset the market for the time being, shippers being disinclined to send lumber on a falling market, as it was naturally not known when the bottom would be reached. There was a further recession, but rates again strengthened during the season, although not reaching the basis of the early months. The close of navigation found prices from 250s to 275s per standard.

How Food Stuff and Munitions Came First

A still higher range of prices was quoted at the commencement of the 1917 season. The steamship companies asked 350s, and in addition required that freight be prepaid, a departure not to the liking of the shippers, who claimed that it was a far more inconvenient arrangement than the one carried out for years, under which the freight was paid on the other side. Besides this, the basis of payment was changed to dollars and cents instead of shillings. To add to the difficulties of the trade, the government took over all space except 15 per cent., and later 10 per cent., for general cargo purposes, and ultimately commandeered the entire space. Under these circumstances, and with space so limited, it is not surprising that rates went to \$150 per standard.

Another complication was the condition that no lumber be exported except under license, thus extending a provision made for hardwoods in 1916. Even in the earlier period of the war when the shipping companies were able to accept large amounts of cargo, wheat, munitions, etc., always had the preference over lumber, but with practically the entire space at the disposal of the British authorities, the amount shipped on commercial account was limited; some fair parcels, however, being sent to South Africa. The year was, for exporters, a very poor one.

The hold on space by the government was tightened during 1918. All the lumber sent from Montreal was on government account, although some of this was sent through the exporters. From the commercial point of view, the season was a blank, if we except the shipments to South Africa.

The rates now quoted are 250s per standard. The indications are that shippers will be allowed 30 per cent. for commercial space at the opening of navigation.

St. John as Great National Winter Port

St. John, the ever-open "Eastern Gateway of Canada," as a shipping port for lumber is second to none in the Dominion. It has unlimited facilities to accommodate a large number of ocean liners and sailing craft of every description, and has numerous advantages which are not possessed by other ports either in the east or in the west.

The majestic St. John river, at the back door, which traverses over four hundred miles of territory in the Province of Quebec, Maine and New Brunswick, is a natural channel where millions of logs are collected from many streams and tributaries, and are brought to St. John and manufactured into lumber. After coming through the mills the product is conveyed either by scows or on flat cars to the large ocean liners and carried to all points of the world.

Schooners, even four masters, are accommodated at the wharves near the mills and whenever lumber is being shipped in sailing craft it can be taken right from the runs leading from the mills and stowed on the ships for transportation. It is through this port that the wealth of the New Brunswick, Quebec and Maine forests are shipped and this in itself is convincing evidence of the importance of St. John as a lumber port.

On account of its geographic situation and railway centres, to date St. John is principally a winter port. The traffic in 1895 amounted to three and a half million dollars imports, and three million dollars exports, whereas during the year 1917 the traffic reached sixteen and three quarter millions imports and two hundred million dollars exports. This affords some idea of the great expanse in business in that period. The port of St. John is now the second most important one in Canada and is open all the year round. Millions have been expended on the splendid facilities which it affords and the good work is being continued.

The Improved Terminal Facilities

The Bay of Fundy not only gives New Brunswick and all Canada a convenient outlet to the Atlantic, but places St. John in a most favorable situation for trade with all the western coast of Nova Scotia, including the fruitful Annapolis Valley. The advantageous geographical situation which St. John enjoys for the development of trade with the outside world is becoming more and more widely recognized.

The terminal facilities are being continually improved as the business of the port increases. At present the west side of the harbor is equipped with eight deep-water berths ranging in length from 600 to 700 feet with 34 feet of water at extreme low tide, while on the eastern side the Intercolonial Railway has four deep-water

berths. There are also a number of private wharves available for coast shipping. The Canadian Pacific Railway has two, million-bushel grain elevators at its west side terminals, and the Intercolonial Railway is about to build a large modern grain elevator at its deep-water terminals in this harbor.

In the Courtenay Bay harbor there are under construction a breakwater a mile and a quarter long, a dry dock 1,150 feet long and 110 feet wide, and 23 berths to range from 700 to 1,000 feet long with 35 feet of water at extreme low tide.

Lumber Shipments from the Port

The following figures illustrate the amount of lumber shipped from the port of St. John for the past seven years, as well as the value of that shipped to the United States during the last three years:

Deal and Lumber Shipments—From St. John to United Kingdom Continent, Australia and South Africa

	Spruce Deals Sup. Ft.	Hardwood Plank Sup. Ft.	Birch Timber Tons
1911.	121,539,833	3,697,308	2,305
1912.	76,846,726	5,194,237	2,330
1913.	80,714,861	5,823,761	2,307
1914.	84,027,826	7,651,181	1,411
1915.	139,486,183	4,333,709	1,611
1916.	132,278,749	2,190,908	.....
1917.	88,749,576	.....	.....

Lumber and Products—Exported from St. John and District to United States

	1916	1917	1918
First Quarter. . .	\$267,920.24	\$355,671.51	\$587,107.69
Second Quarter . .	350,675.06	525,090.39	966,281.47
Third Quarter . . .	457,531.14	643,768.75	652,697.97
Fourth Quarter . .	334,717.62	891,838.04	.....
Total	\$1,410,844.06	\$2,426,368.69	\$2,206,087.13

A Model Ship of B.C. Timber

Vickers' office at Westminster, England, contain a model of a nine-thousand-ton novel ship being built in British Columbia of 5,000,000 board feet of timber. The ship and cargo form really a huge raft, which will have ample accommodation on the deck for the crew, and will have motor engines to assist the sails. This strange ship will make the voyage to England through the Panama Canal, and on reaching its destination will be dismantled and the timber distributed.



View of St. John Harbor, showing steamers and sailing craft riding at anchor and docked along the water front. At upper end is seen the former mill pond of F. E. Sayre, who now uses another location.



General view of Quebec city, showing Dufferin Terrace in the upper portion and the splendid harbor along the water front

The Port of Quebec and Its Great Facilities

The city of Quebec is situated on the St. Lawrence River, at the mouth of the St. Charles River, at the head of navigation for vessels of the largest draught. The population of the city is about 105,000.

The port of Quebec has been especially endowed by nature and can be truly termed as "The Natural Port of Canada." It possesses exceptional facilities and is deep enough for the biggest passenger and freight steamers afloat. It is also large enough to admit the navies of the world.

Quebec City is within six days' run from Liverpool, and can be reached at all stages of the tide, the river being well buoyed and well lighted. It is 500 miles nearer Liverpool than New York, the latitude being 46.48 degs. N. and the longitude 71.13 degs. W.

Along the docks of the Louise basin and Pointe-a-Carcy, there is ample room for the berthing of 22 large ocean-going ships, with a water depth varying from 26 to 40 feet at low tide. These docks are accessible to the Canadian Pacific Railway, whose Quebec terminal is right within the Quebec harbor, and also to the Canadian Northern Railway and the National Transcontinental Railway.

Eleven modern freight sheds, covering an area of 523,000 square feet, are built on these docks, and splendid facilities for the handling of grain and other merchandise have also been provided for.

The Quebec Harbor Commissioners have built over fifteen miles of railway tracks which are thoroughly equipped with freight cars and shunters. The Commissioners have also provided the port with "gantry cranes," "locomotive cranes," and "50-ton floating crane," etc.

Grain conveyors, capable of loading direct from elevator to ship, at the rate of 60,000 bushels per hour, are now completed.

On the Louise embankment there are two grain elevators, one capable of containing 250,000 bushels, and a large, modern fireproof

concrete elevator of 2,000,000 bushels capacity, with grain dryer, Richardson separator and bagging shed, etc.

With the completion of the Quebec Bridge, several railways can now have access from the south shore of the St. Lawrence into Quebec City, such as the Quebec Central Railway, Grand Trunk Railway, Canadian National Railways, Delaware & Hudson and other American railways.

The port of Quebec, which heretofore possessed a dry dock 600 feet long by 62 feet wide at entrance, has now another new dry dock 1,150 feet long by 120 feet wide at entrance, which was completed in 1918, and is one of the largest dry docks in existence.

The port is now fully equipped with all modern appliances, and the shipping corporations find it beneficial to themselves by selecting it as a distributing centre on the St. Lawrence River.

The Timber Shipments from Quebec

The exports from the port of Quebec, showing the amount of lumber and timber shipped out each year from 1900 to 1918, both years inclusive, are as follows:—

Timber		1900	1901	1902	1903	1904
Oak	Cubic Feet	779,040	516,437	578,121	651,969	201,767
Elm	do	682,600	548,869	586,777	475,217	310,546
Ash	do	81,880	118,074	49,970	59,441	26,192
Birch	do	371,240	304,584	247,390	201,521	127,883
White Pine—						
Square	do	2,754,920	2,317,443	2,445,548	2,181,961	1,491,843
Maney	do					
Red Pine	do	133,640	86,535	80,190	84,292	12,598
Deals						
Pine	Q. Std.	233,540	379,993	114,480	49,730	97,310
Spruce	do	4,965,468	6,738,669	4,691,149	5,060,053	3,319,121



A scene along the St. Lawrence River at Quebec, showing the excellent water facilities

Timber		1905	1906	1907	1908	1909
Oak	Cubic Feet	321,042	731,115	598,143	317,453	242,837
Elm	do	426,470	536,277	311,462	193,781	214,682
Ash	do	25,118	10,155	24,425	7,671	5,390
Birch	do	152,251	348,088	124,252	145,285	193,652
White Pine—						
Square	do	1,477,023	1,857,600	1,311,252	1,098,779	1,038,750
Waney	do					
Red Pine	do	38,284	31,721	20,853	9,022	6,624
Deals						
Pine	Q. Std.	17,975	7,782	1,932	6,583	1,315
Spruce	do	3,214,855	4,053,835	2,942,392	2,469,722	2,714,810

Timber		1910	1911	1912
Oak	Cubic Feet	342,588	317,498	396,775
Elm	do	259,233	288,743	391,880
Ash	do	1,232	396	938
Birch	do	129,332	169,586	160,788
White Pine—				
Square	do	747,353	1,069,428	1,192,819
Waney	do			
Red Pine	do	6,653	3,841	10,953

		1913		
		Unit of Quantity	Total Quantity	Great Britain
Lumber, pine deals	Sd. Hund.	9,726	\$ 7,040	7,040
" spruce deals	"	2,359,584	589,306	550,014
" deals end	"			
" planks and boards	N°	6,732,995	163,614	45,171
" spool wood	M. Feet			
" packing boxes in shooks	\$		2,500	2,500
" wood pulp	Tons	98,901	1,042,788	448,621
" pulp wood	Cords	58,076	450,889	
Timber, ash	Tons	96	1,931	1,931
" birch	"	3,950	59,336	54,601
" elm	"	6,684	257,251	253,046
" maple	"	222	13,605	13,605
" oak	"	600,608	206,108	206,108
" red pine	"	139	3,556	3,556
" pine white and waney	"	7,256	269,692	265,617
" all other	"	85	2,674	2,674
" wood of all kind	\$		174,942	174,055

		1914		
		Unit of Quantity	Total Quantity	Great Britain
Lumber, pine deals	Sd. Hund.	3,296	4,445	4,445
" spruce deals	"	908,058	388,681	377,981
" planks and boards	"	100,344	45,684	45,684
" packing boxes in shooks	\$			
" wood pulp	Tons	147,741	1,726,226	887,894
" pulp wood	Cords	22,472	177,567	
Timber, ash	Tons	11	220	220
" birch	"	3,242	46,453	46,453
" elm	"	7,107	303,116	300,696
" maple	"			
" oak	"	7,280	239,599	239,599
" red pine	"			
" pine, white and waney	"	13,518	465,033	465,033
" all others	"			
" wood of all kinds	\$		161,840	161,840

		1915		
		Unit of Quantity	Total Quantity	Great Britain
Lumber, pine deals	Sd. Hund.	186.77	15,511	15,511
" spruce deals	"	19,498.71	1,000,812	955,340
" all others	"	2,172.29	28,701	28,701
" planks and boards	No	162,658	36,198	36,198
" wood pulp	Tons	128,161	1,429,844	302,500
" pulp wood	Cords	29,243	190,724	
Timber, ash	Tons	75	1,881	1,881
" beech	"	6,848	99,391	99,391
" elm	"	4,326	162,233	162,233
" maple	"	29	690	690
" oak	"	4,679	139,332	139,332
" red pine	"	5,491	4,404	4,404
" pine, white and waney	"	8,661	285,221	285,221
" all others	"	383	10,723	10,723
" wood of all kinds	\$		44,200	33,011

Total 3,941,303 2,215,232

		1916		
		Unit of Quantity	Total Quantity	Great Britain
Lumber, pine deals	Sd. Hund.	14,521	15,126	15,126
" spruce deals	"	19,504.35	1,113,934	1,113,934
" all others	Ft.	1,096,068	34,064	34,064
" planks and boards	Sd. Hund.	5,772	5,155	5,155
" wood pulp	Tons	124,362	1,351,106	291,479
" pulp wood	Cords	59,016	464,651	
Timber, ash	Tons	1	33	33
" birch	"	2,743	41,646	41,646
" elm	"	7,828	307,743	295,059
" maple	"			
" oak	"	8,239	236,405	236,405
" red pine	"			
" pine, white and waney	"	2,141	89,939	89,939
" all others	"			
" wood of all kinds	\$		60,122	60,122

		1917		
		Unit of Quantity	Total Quantity	Great Britain
Lumber, pine deals	Sd. Hund.	566	75,879	75,879
" spruce deals	"	48,806	164,347	159,092
" all others	Ft.	205,028	16,037	16,037
" planks and boards	Sd. Hund.	35	3,550	3,550
" wood pulp	Tons	50,006	1,393,834	
" pulp wood	Cords	34,774	250,146	
Timber, ash	Tons			
" birch	"	552	10,277	10,277
" elm	"	3,310	204,759	197,367
" oak	"			
" pine, white and waney	"	2,029	122,001	122,001
" wood of all kinds	\$		10,623	10,623

		1918		
		Unit of Quantity	Total Quantity	Great Britain
Lumber, pine deals	Sup. feet			
" spruce deals	"	1,085,210	38,983	38,983
" all others	"		331	331
" planks and boards	"			
Timber, birch	Cu. feet	21,817	1,701	1,701
" elm	"	83,867	148,583	148,583
" pine, white and waney	"	159,968	146,655	146,655
" spruce	"	150,610	165,790	165,790
" all other	Tons	300	7,350	7,350
Wood pulp	"	11,313	283,176	
Pulp wood	Cords	37,499	272,884	
Spool wood	Sup. feet	387,247	19,362	19,362
Wood of all kinds	\$			
Wooden steamers	Nos.	5	2,500,000	2,500,000

No Relaxation of Pulpwood Embargo

It is stated that an attempt is being made to bring pressure upon the Quebec provincial authorities to repeal the law imposing an embargo upon the export of pulpwood from Crown Lands in an unmanufactured state. This regulation has been in force since 1910, and previous to that, pulpwood was shipped in large quantities to the United States and there converted into paper. When the restriction was put into effect, first by Ontario, then by Quebec, and later by New Brunswick in order to put a check on rough wood from Crown Lands being sent across the line, without being first converted into the finished product, it changed matters industrially with the result that Quebec province now has over 40 pulp and paper mills, with a capital investment of \$82,000,000 and an annual output of \$50,000,000. During the past eight or nine years many new concerns have sprung into being, and at least 10,000 employees are engaged in the mills, while a large number more are employed in the limits, getting out supplies for each succeeding season. The only pulp wood that is allowed to go out of the province of Quebec at the present time is that cut by settlers on private lands and even this amounts to a great deal. It is stated that during the current fiscal year the total value will be over \$12,000,000, of raw pulpwood, and this converted into a manufactured state, would be worth four or five times as much. The tidings that American interests are seeking to have the embargo raised is not new. The radical proposition does not create very much anxiety among the mill men of Quebec and Ontario. The cry for free wood is being raised by leading U. S. journals, who, knowing of the sources of pulpwood on the other side of the line, are being rapidly exhausted and believing that self preservation is the first law of nature, have started this move for the removal of the embargo on Crown Lands pulpwood in order that they may be assured of cheap news print in the days to come.

The news industry in Canada has made wonderful progress and fully 33 1/3 per cent. of the two million tons of news print now consumed in the United States comes from the Dominion, and Quebec's proportion of this is more than half. Ten years ago Canada furnished a very small fraction of the newsprint consumed by Uncle Sam. At the recent annual meeting of the International Paper Co., Philip T. Dodge, president of that company, stated that the exhaustion of wood had practically put a stop to the development of the newsprint industry in the United States. Commenting further on the situation, Mr. Dodge said that apart from the few large tracts of spruce wood in New England states and New York, that had been carefully preserved by two large paper companies, there was not a stand of spruce east of the Rockies that justified the erection of a 50-ton paper mill. The manufacturers of the United States would, therefore, have to look to Ontario, Quebec, New Brunswick and Nova Scotia for the greater part of their supply. He estimated that of the 5,536,802 cords of spruce wood used in the United States in 1917, nearly two-thirds was imported from Canada. For, despite the embargo, wood cut from private lands and settlers' lots still goes to the United States in large quantities every year. The Canadian wood exported to the States in 1913 was valued at \$6,806,945; 1914, \$7,388,770; 1915, \$6,817,311; 1916, \$5,743,847; 1917, \$6,443,198; 1918, \$8,339,278. The current fiscal year will total over \$12,000,000.

Halifax Harbor—One of the Best in World

By W. R. McCurdy, Halifax, N. S.

Halifax is one of the oldest cities of Canada, dating back to 1749, so that it has passed the century mark by seventy years. Hon. Edward Cornwallis founded Halifax, settling it chiefly with disbanded English soldiers. Before the white man came, Chebucto Bay, its original name, was a rendezvous for Indians, who made it one of their chief camping grounds. It has always been a commercial and shipping centre rather than a place for manufacturing, and this character is largely maintained to the present time.

The harbor of Halifax is admittedly one of the best in the world. It has a deep and wide channel of entrance and a good and safe anchorage, and shipmasters have ever been ready to sound its praises. Not only has it long been an entrepot of commerce, but Halifax has since its foundation been the headquarters of Britain's navy. In time of war it shines in all its glory and in the last war was used not only by the British, but largely also by the American navy.

The Facilities Provide for Shipments

The equipment of the port is thoroughly up-to-date. There are two sets of piers—the older one further up the harbor from the new ocean terminals of the Canadian National railways system. Pier two of the older set is solid cement and cost a million dollars. The new terminals consist of a series of piers and docks.

The quay and pier walls are of unique construction, consisting of cellular reinforced concrete blocks 31 feet wide, 22 feet long and 4 feet 1½ inches in height, and weighing in the neighborhood of 64 tons each; these blocks, facing the bulkhead passenger landing quay and piers, are placed one on top of the other, thirteen in height, some of the cells being filled with concrete and some with rubble. Thus the entire project has a concrete facing of 30 feet in width, its entire length faced with granite from one foot below the low water mark upwards.

For the shipment of timber there are all the conveniences that can be required for quick and economical handling. Previous to the explosion of 1917, all the timber was shipped from the Richmond piers still farther north, but since that time the new ocean terminals have been used for that purpose.

Nova Scotia is not so well known perhaps as a lumber-producing province as some of the other eastern provinces, but it is, nevertheless, a large producer of lumber. It is rapidly becoming one of the largest manufacturing and mining provinces of Canada, and a large amount of its lumber finds a ready market right at home. Last year in the vicinity of one hundred and fifty million feet, board measure, was used in the home market, while the average home consumption for the past five years has been in the neighborhood of one hundred million feet.

Up to 1917 the province exported in the vicinity of one hundred million feet annually to the United Kingdom, United States and West Indies, while during 1918, on account of the import restrictions in the U. K., and the abnormal local and American markets, very little went overseas. We are looking for the English market to absorb the larger portion of our available export stocks this year, in fact steamers are now loading deals and scantling at the piers.

Nova Scotia has a few large stationary band mills, but the larger portion of stocks are manufactured by small portable mills, moved

from place to place, and the lumber hauled to the railways on sleds or wagons. This method is practised chiefly for the reason that the lands are mostly owned in fee by small holders, along the lines of railway, and not being situated on rivers, it is necessary to take the mills into the woods and bring the lumber out on the frost. At this season of the year one will see lumber piled at nearly every railway station. Manufacturers have the forests almost at their doors from which to draw supplies of lumber, rough or dressed.

The shipping tonnage at Halifax increased enormously during the war years, as the following statistics compiled by the Board of Trade show:

	Tons.
1913.	3,901,094
1914.	4,289,228
1915.	4,471,346
1916.	6,465,188
1917.	17,092,911
1918.	15,836,554

Increase in Exports and Imports

The exports and imports at Halifax also show striking increases since 1913. The figures are as follows:

Exports—	
1913.	\$ 15,747,247
1914.	19,157,170
1915.	32,175,231
1916.	78,843,487
1917.	141,582,170
1918.	127,642,512
Imports—	
1913.	\$ 12,196,236
1914.	1,546,554
1915.	10,712,585
1916.	9,873,779
1917.	13,885,665
1918.	14,760,000

The Nature of the Lumber Output

The annual output generally consists of about 50 per cent. spruce, 20 per cent. pine, 20 per cent. hemlock, and 10 per cent. hardwood, in addition to large quantities of railway ties and pit props. Three inch deal and scantling are manufacturers for the English market; spruce and pine log run boards for the West Indies, two inch plank for the American market, while the local market uses small scantling and side boards for building purposes, enormous quantities of staves and boxes for apples and fish, mine props, railway ties and dimension stock for local railway car builders. The ship-building industry during the past two or three years has used a large amount of our native woods.

The average shipments from Halifax for the United Kingdom and the continent of Europe were fifty millions of superficial feet. From Pictou there went fifteen millions, from Pugwash fifteen millions and from the Parrsboro woods twenty millions. This makes a total of 100 millions of which Halifax shipped half.



The new terminals of Halifax Harbor, showing the Olympic in the Dock

Supplying Europe with Portable Houses

Development of Rapidly Growing Canadian Industry—How the Structures are Made, Their Use and Convenience—Co-operation in Securing Export

By C. E. Merrett, Ottawa, Ont.

The President of the British Local Government Board said recently that approximately 300,000 houses would be required in Great Britain. When it is considered that very little building was done there for even a few years before the war—none between 1914 and the present time—the hundreds of dwellings destroyed by Zeppelins; the thousands of slums; which, in the new order of things will have to be demolished, the estimate does not appear to be an extravagant one. Personally, we do not think that Canada will supply many of the doors which will be required for these houses.

Sweden, which exported many thousands of doors to England annually, has, since 1914, practically sent none at all. They have done, as far as we know, no war work, so that it is only logical to suppose that their factories have been kept busy on doors, frames and sash in anticipation of the demand they were sure would naturally follow. Sweden is the only country in the world in which there has been none or almost no labor troubles. For the next few years, at least, it appears that the greater part of doors needed in England will be supplied by Sweden.

It seems, as far as our line of business is concerned, that about the only thing that there is any demand for abroad is portable houses. We know that there is a lively requisition for them.

Until this war there never was any demand in Europe for portable houses, and never was a house of this description used there. The people probably never even dreamed of one. The nearest approach was the old gypsy caravan or a pay office on wheels used by contractors for the duration of a job, a "bathing machine" or probably the box used by a "Punch and Judy" show. If only a shooting box was required it had to be stable. It is only on this continent that portable houses have been used, so that no one will dispute the statement that Canada is far more qualified to make them than any other country, our neighbors to the south being a close second.

Portable Houses Strong and Substantial

Regarding how the portable house idea originated, we are not able to say, but "necessity is the mother of invention." No doubt farmers on their way to the new territory out west found it far more expedient to take their house with them in sections than to fell the trees and build a shack. It is difficult to say when the first portable house was used. Almost every other building, from a stable to a palace, even a skyscraper, is mentioned in the Bible, but probably the first portable house was made 50 or 60 years ago. Our firm (James Davidson Sons) have manufactured them since 1874, and while we have not kept track of houses built so far back, many built by ourselves twenty years ago are still in evidence at the Thousand Isles and up the Gatineau.

It will perhaps not be out of place in this article if we give an idea of some of the houses built by ourselves and how they are constructed.

These portable houses are made from a good grade of white pine and when put together are strong, substantial and practically wind and storm proof. They are put up for shipment in crates or packages of a convenient size for handling and transporting; thus "Hunter's Cabin" and "Garage" can be easily packed in an ordinary wagon and still leave plenty of room for other baggage.

These houses are made in sections which are duplicates of each other as to size, viz.: 3-2 x 6-6, so that the purchaser can arrange the windows and doors to suit himself.

Like a sectional bookcase which "grows with your library," so you can add extra sections to your house as your needs demand. No nails or tools are required to erect, except screwdriver and wrench.

Perhaps one of the largest orders given for portable houses was that by the R.N.W.M. Police, for Port Nelson, B.C., a few years ago. There was a large, dining room, office, kitchen, guard room, dog house, store house and latrine, all made in sections as previously shown. Several officers occupied these all one winter and the houses were warm, dry and comfortable and in every respect satisfactory. When the extreme cold and heavy winds that prevail around Port Nelson are taken into consideration this is a splendid testimony to the efficiency of these houses.

Formation of Timber Products Association

Hearing that, at the termination of the great war, many thousands of temporary dwellings would be required for the devastated regions of France and Belgium during the period of reconstruction,

and realizing that orders wherever placed would be of such magnitude that no individual firm could handle them, many manufacturers of Ontario and Quebec got together, with the result that the Canadian Timber Products Association was formed. This Association is composed of fourteen of the leading manufacturers of Ontario and two of Montreal, the Secretary being Mr. F. P. Potvin, of the Georgian Bay Shook Mills, Midland, Ont.

Three years ago a representative was sent to London and Paris to see what the prospects were. Plans were submitted with prices, but at that time peace looked very far distant and the thoughts of the people were of "getting on with the war." They were not giving much heed to reconstruction. The representative returned, and as most of the factories were then busy on shell boxes and other war work, the portable house idea was for a while second in our thoughts.

The Association though, was not asleep, and the members kept in touch with one another, and on the cessation of hostilities, November 11, 1918, realizing that the shell box orders would be cancelled, resumed activities.

The Type of House Approved Abroad

Several types of houses were submitted to the Association, but most of them were clumsy affairs compared with those manufactured for the Canadian market. A type "A" house, containing 2 rooms and a shed, which met the approval of the Minister of the Interior for France, was the one to which the Association gave their attention.

This house was constructed different to our own; the walls of the room were to be of 2 in. x 3 in. studding, $\frac{3}{4}$ in. board on the outside and a $\frac{3}{8}$ in. board inside, the shed similar but no inside board and was to be a "Cut House."

A. G. Rose, of Ottawa, a man with 35 years' experience in the business—was sent by the Canadian Timber Products Association to London in January last to see if any orders for these houses could be obtained. In February he cabled that he could book an order for 10,000 at a certain price, but the house was to be "sectional" and glass and all hardware had to be included, also painting, and c.i.f. French ports.

The members figured what the extra cost of material and labor for the sectional idea, hardware, glass, painting and freight Canadian ports and made enquiries for ocean rates, but found to their astonishment that the latter would cost 50 per cent. more than the price of the house f.o.b. Canadian ports. It appeared as if the Association would have to refuse the offer.

The steamship companies quoted \$30 per 40 cubic feet, and as this house contains approximately 1,000 cubic feet, the ocean freight alone would be \$750.

A house of 2 in. x 3 in. studding and outside and inside sheathing nailed on, contains a lot of lost space, while a "cut" house or our own "sectional" idea takes up just half the room. This means that unless the steamship companies reduce their rate to about \$10 per 40 cubic feet, or unless the people overseas will accept a "cut" house or our "sectional" idea, the chance of obtaining this order is slim.

Now see what this loss entails. Ten thousand houses means approximately six million dollars. It also means approximately fifty million feet of lumber.

If this order is obtained 16 factories would be able to employ some 1500 men for six months on these houses. As there is not much activity in the building trade so far, and prospects in that direction do not appear bright, this is a decided loss to the labor market.

Price Bros. Profits Show Big Gain

The report of Price Bros. & Co., Ltd., of Quebec, for the year ended Feb. 28th last indicates a considerable improvement over the preceding twelve months. The profits totalled \$1,495,961, a gain of \$119,179, and after deducting bond and note interest, the balance is \$1,053,984, an increase of \$126,179. When dividends are deducted the surplus stands at \$653,984, as against \$311,452, in 1917-18, but in the latter period the sum of \$216,353 was charged against fire loss. The total surplus is now \$2,874,224. The working capital is \$2,764,122 as against \$2,436,521. In his report to the shareholders, Sir William Price says: "During the year under report the lumber operations of the company have been very satisfactory, largely owing to the extra demand from the United States market. The pulp and paper branches suffered from the increase in the cost of labor."

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"The Canada Lumberman and Woodworker" is published in the interest of, and reaches regularly, persons engaged in the lumber, woodworking and allied industries in every part of Canada. It aims at giving full and timely information on all subjects touching these interests, and invites free discussion by its readers.

Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

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Toronto, May 1, 1919

No 9

Canada's Status as Large Exporter of Forest Products

The importance of export trade is vitally recognized by every progressive country. No nation or individual can live unto itself. The trend of expansion, the spur of inspiration, the realization of ideals, and the incentive of achievement, call for alertness and development along this line. These are the first essentials and underlying economic principles in all commercial, industrial and national enterprises. The country which gives a prominent place to the export trade in natural products and more particularly those in manufactured form, affords not only employment and prosperity to its own people, but brings in a large amount of foreign capital that helps to preserve the balance of trade and maintain an equilibrium in the matter of exchange.

The Canadian lumber industry stands third in annual creation of national wealth, our forest products in 1917 being valued at \$116,000,000 even in the face of a serious labor shortage and other heavy handicaps of the war. Now that the conflict is happily terminated, the attention of leading exponents in this great pioneer enterprise, is being directed to the resumption of foreign relations, and the extension of trade activities to new countries.

Canada has immense wooded wealth, and the fullest details concerning her unrivalled forest possessions will be found in special articles from the pen of leading authorities from several provinces of Dominion, specially prepared for the Export Edition of the "Canada Lumberman."

In presenting considerably new material on all phases of the great lumber industry, the "Canada Lumberman" believes the many important points emphasized, and the array of facts marshalled will demonstrate that export trade is worth while, that all efforts—individual, corporate, and national—which are being concentrated in this direction, tend not only to the elevation of Canada in the status of nationhood, but in placing her on the map as one of the foremost exporting

lands of the world. The tremendous significance of our export business and how it should be vigorously and consistently pursued, not only as a measure of self-interest to the lumbermen of the Dominion, but also as an evidence of national influence and upbuild, is conceded on every hand.

In a word, we are of the opinion that maintaining and fostering foreign connections through definite, well established channels is one of the passports to broadening, educational and industrial importance, and should have encouragement and support on all sides. The situation calls for energetic co-operation, and aggressive individual activity. The stimulus of such a mission drives home the idea that in striving for better and greater things, something that really tallies is being fought out and won, during the process of readjustment and repatriation. The purpose justifies all honorable, progressive means in the rapid conversion of trade conditions from a war basis to a normal peace footing and entering upon a new era of expansion.

The export trade will widen our lumber activities, invigorate the home market, place Canada in the forefront of business-building countries, and usher in a larger measure of individual and community prosperity than perhaps any other known means.

The chief object of the Export Edition of the "Canada Lumberman" has been to present to the importers in Europe and other foreign countries some leading, first-hand facts concerning Canada's splendid timber resources, and lumber manufacturing facilities, and her ability and facilities to supply any demands in the line of forest products.

Another desideratum has been to afford our own manufacturers and exporters some conception of the requirements that exist abroad, and to offer as far as possible, practical and helpful suggestions in the development of an export trade that should, in the years to come, stand out as one of the principal post-war factors in national enterprise and aggressiveness.

Demand for Cooperage Stock on Overseas Market

The export of cooperage stock from Canada for the past two years has been severely handicapped by lack of steamship space. In fact, during 1918 exports were almost nil. Since the armistice was signed there has been a little movement via St. John, Portland and New York, but room is still very scarce, and while freights opened at \$1 per 100 lbs. to British ports, they have now advanced to \$1.50, with little room offering, and the demand from Europe dropped off, as lower freights are looked for.

Outside of British ports very little is moving from Canadian mills, as buyers will not pay the prices asked, being able to buy much cheaper from United States mills, the Canadian mills being handicapped by excessive inland rates, as well as the high ocean rates. The two freights at the present time are more than the cost of the goods f.o.b. mills.

For example, take staves to Montreal. Inland rate from Chatham, Ont., was 18c per 100 lbs., ocean rate 19c per 100 lbs., or \$2.96 per 1,000 staves. Now the rates are 26c and \$1.50 respectively, or \$14.08 per 1,000 staves.

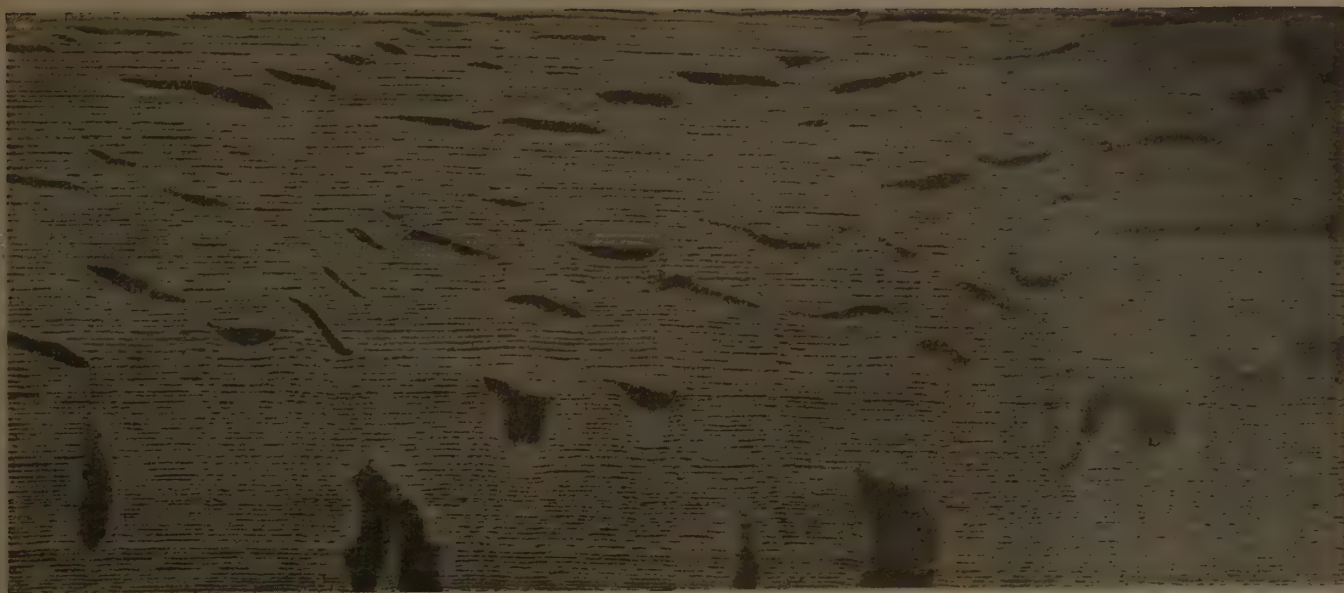
There is a dearth of cooperage stock in Europe. The trade is doing its best to supply the needs of the consumers by shipping from United States mills and United States ports. The demand will be very heavy as ocean freights decline, but unless inland and ocean rates are adjusted Canadian stock will be out of the running.

The output of cooperage stock in Canada will be light this year, as the winter, in most sections, was unfavorable, and in the early part of the season men were hard to get for the woods. Wages were the highest known, \$75 to \$100 per month and board for cutters and skidders. Supplies for men and horses were very expensive, while logging equipment was also very high-priced. The consequence is that hardwood and basswood logs and bolts cost more than ever before in the history of the cooperage industry.

"What the industry requires at the present time is lower rates on both raw and manufactured material. If we get these, we will be able to compete in the world's markets, but under present conditions this is impossible," said a leading manufacturer.

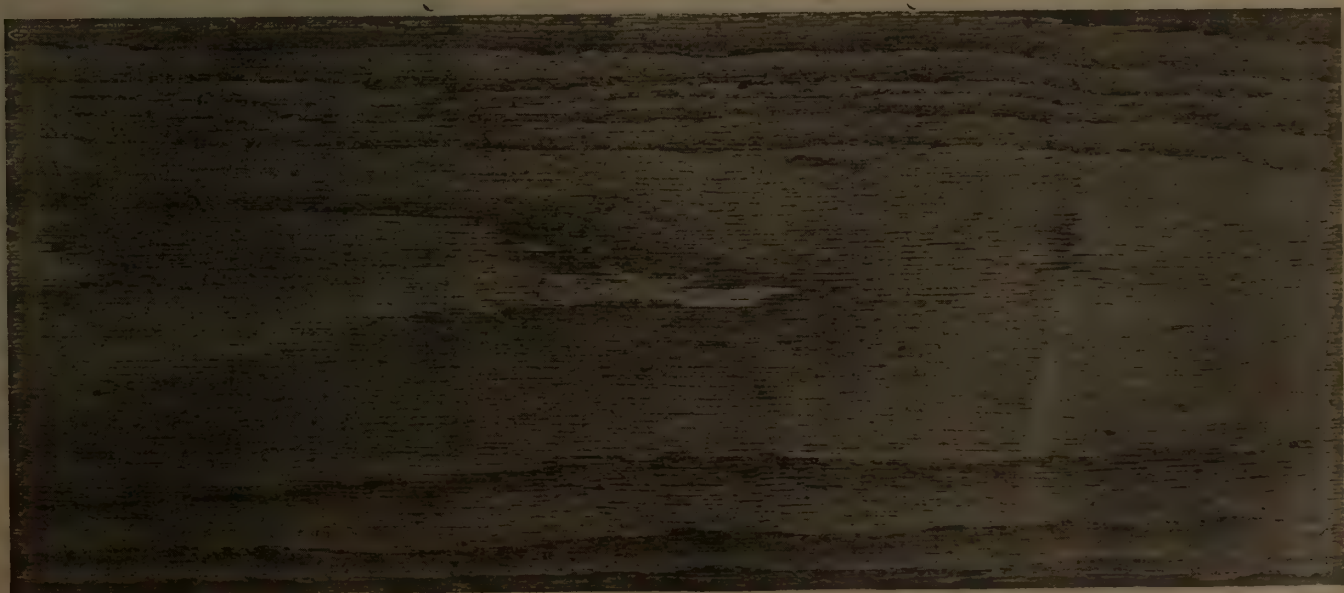
Some Representative Canadian Woods

White Oak cut to
show the quarter
figure.



Plain sawed
White Oak

Plain sawed
Red Oak.



Types of Timber Possessed By Ontario

White Pine Holds Premier Position Among the Trees Cut—Yellow Birch Takes First Place in Hardwoods—Many Other Varieties, Their Qualities and Uses.

By E. J. Zavitz, Toronto, Provincial Forester for Ontario



E. J. Zavitz, Toronto, Ont.

While an accurate, detailed survey of the forest resources of Ontario has not been made, yet it is possible to give a general description of the forest condition, in relation to the distribution and occurrence of the commercial trees of the province. For purposes of description Ontario can be divided into three zones or types, namely: The Southern Hardwood Type, the Central Laurentian Type and the Northern Type.

The Southern Hardwood type is that region which lies south of the Laurentian plateau and comprises about thirty million acres. When white men first reached Ontario this was a vast pine and mixed hardwood forest interspersed with pure stands of pine upon the lighter sandy soils.

In the southern portion of this region (the Lake Erie district) a mild climate and fertile soil supported a remarkable flora. Here were found the black walnut, chestnut, tulip tree, magnolia, black gum and numerous other southern species.

Throughout the Southern Hardwood type we find maple and beech most prevalent, with white and red oak, elm, ash and cherry attaining splendid development.

This region is now largely cleared for agriculture and only the remnants of forests remain in the form of the farmer's woodlands. It is estimated that less than nine per cent. of this region is in woodland and the forest products are chiefly used for local industries.

The Real Forests of the Province

The Central Laurentian type comprises the real forests of Ontario. This area extends from about the 45th parallel of latitude on the south, to the Heights of Land (the ridges forming the watershed between Hudson's Bay and the Great Lakes) on the north. It makes a belt across Ontario 1,000 miles in length and comprises a potential forest area of 50,000,000 acres, an area larger than that of England and Wales. This vast region of Archean rock has here and there pockets of soil which may be suited for agriculture, but in the aggregate this area must be managed for forest crops if it is to remain permanently productive.

While the topography and soil of this region is little diversified, yet there is a distinct difference in forest types. The region has usually been classed as that of a coniferous forest with white pine, red pine and hemlock the outstanding species. Owing to a better climate and perhaps to somewhat better soil conditions the southern portion of this Central Laurentian type contains a number of hardwoods worthy of mention. The area referred to is that portion of the Laurentian formation lying south of Lake Nipissing, also a belt along the north shore of Lake Huron, and the southern portion of the Rainy River District at the western end of the province.

Within this region, comprising probably 15 to 20 million acres, is found maple, beech, red oak, elm, basswood, paper birch and black ash in limited quantities. However, the most valuable hardwood of this region is the yellow birch (*Betula lutea*) or the so called black birch of the lumberman. This tree attains its best development within this region, specimens are frequently found growing 3 to 4 feet in diameter and with clear stems of 50 to 60 feet in height.

The Virgin Stands of White and Red Pine

A large portion of the virgin pine has been cut from the eastern and southern portion of the Central Laurentian type, and it is to the northern part of this region that we now turn. With the exception of a strip along the north shore of Lake Superior this belt, south of the Height of Land, contains the virgin stands of white and red pine. This region is estimated to contain 15 to 20 billion board feet

of white pine. In addition to white and red pine, this region produces paper birch, white spruce, cedar, banksian pine and balsam fir in commercial quantities.

The northern type of forest lying beyond the height of land is best described as a spruce and poplar forest. Scattered white and red pine occur in the southern portion of this area, but not in commercial quantities. Banksian pine and balsam fir gradually disappear as we go north, but white and black spruce, tamarac and aspen are found to the northern limits of tree growth, although becoming very poor in development at the extreme north. The northern boundary of this type is not well known, but the area is thought to comprise about 50 million acres.

The aspen and balsam poplar find their best development in the central part of this northern type, reaching 18 to 24 inches in diameter with clear trunks 50 to 60 feet in height. In the southern portion of this region the white spruce, banksian pine and poplars are frequently cut into lumber.

While considerable saw timber will be found in the southern portion of this region the great value of this forest at present is its enormous supply of pulpwood. It is estimated to contain at least 200 million cords of pulpwood.

The Outstanding Commercial Trees

Summarizing, Ontario's forest regions or types are as follows: Southern Hardwood type with about 3 million acres of private woodlands in small holdings in which maple, beech, elm and basswood are the predominant species.

Central Laurentian type, comprising 50 million acres, in which white pine, red pine, hemlock, banksian pine and white spruce are the most valuable conifers and birch and maple the most valuable hardwoods.

Northern type, comprising about 50 million acres, in which white spruce is the most valuable conifer and poplar the most valuable hardwood.

In addition to describing the forest regions of Ontario the writer feels that further mention should be made of some of the outstanding commercial trees with special reference to their qualities and uses.

The white pine (*Pinus strobus*, Linn.) known abroad as the Weymouth Pine, still holds the premier position amongst the trees cut in Ontario's forests.

No other wood has played so important a part in the history of eastern America. In the past this wood has served more uses than



Splendid stand of red and white pine in Nipissing district, Ontario

can be enumerated. It has supplied material for everything from the tiny match to the mast for the great ship. When the early pioneers landed in America they soon found that white pine was of all the woods the best adapted for purposes of home construction. It could be easily handled and readily worked even by the unskilled.

The test of three centuries has proven it to be the premier wood for home construction.

The wood of white pine seasons quickly; is light and soft and can be easily worked under the carpenter's tools. Its durability has been proven by the fact that houses built soon after the Pilgrims landed are still well preserved. The remarkable quality of this wood is attested by the fact that it is used by twenty seven distinct industries in Ontario and for 90 different commodities.

The annual cut of white pine in Ontario for 1911 was 873,872,000 B. ft., valued at over 17 million dollars.

Hemlock (*Tsuga canadensis*) is distributed throughout Ontario south of the height of land, although it is not found as far north as the white and red pine. It is found occasionally in pure stands,



Felling sturdy white pine in Northern Ontario

but more often mixed with pine and hardwood. The wood is coarse and cross grained, not so durable as pine, but has considerable strength. Owing to its strength and abundance it is used for rough building construction, for boxes, and its bark is greatly valued for tanning.

Of the woods cut into lumber in Ontario, hemlock stands second in value, producing from two to three million dollars worth of timber annually.

Red pine (*Pinus resinosa*) is found throughout Ontario south of the height of land. It comprises a much smaller proportion of the forest than the white pine, and is usually found upon poorer soil sites.

The wood of this tree is more resinous, harder and stronger than that of white pine. In local markets it is often mixed in with the latter. The wood of red pine is very similar to that of *Pinus sylvestris*, the chief pine of Europe. Red pine being harder and stronger than white pine, is more valuable for structural uses. The annual cut of red pine is around 100,000,000 board feet.

Spruce is Valuable for Pulp Wood

White spruce (*Picea canadensis*) has a wide distribution in Ontario, being found in all parts of the province excepting a narrow belt along Lake Erie, while in the central and southern part of Ontario it grows to saw material size and is cut for lumber in the northern part of its range its greatest value is for pulpwood.

Compared to white pine, spruce is not as durable nor as easily worked, but it is comparatively tough and has a fine grain. Being non-resinous, it is without taste or odor, and is valuable for containers for foodstuffs. It is used for inside structural purposes in building, for cooperage, musical instruments and ship building. While it is used in the manufacture of some 50 commodities its chief use in Ontario is in the manufacture of pulp.

In 1911 the value of spruce lumber cut in Ontario was \$2,600,

000, and the value of spruce pulpwood about \$1,300,000. By 1915 spruce pulpwood values had risen to \$3,000,000.

Yellow birch (*Betula lutea*) is found throughout Ontario south of the height of land. It finds its best development in the Ottawa-Huron district, south of Lake Nipissing, frequently growing 3 or 4 feet in diameter with a clear trunk 50 to 60 feet in height.

Birch Heads List of Hardwoods

Yellow birch forms the bulk of the birch cut into lumber in Canada, and it heads the list of hardwoods in regard to quantity and value. The annual cut is valued at about 1½ million dollars.

While the cut of maple and elm each have an annual value above that of birch in Ontario it is likely that the latter will be our most important hardwood of the future. It reaches its finest development in the central part of Ontario, where a large quantity of virgin supply exists lands suited for agriculture.

The character and quality of this wood is probably not appreciated abroad. The wood of yellow birch should not be confused with that of the paper birch or the white birch of Europe. It is superior to these woods, being obtainable in large dimensions and of very fine quality. The wood is hard, strong and has a very fine grain. It is easily worked and, taking a high polish, it has become a popular wood for floors and interior finish. While it has a character of its own it is often stained to imitate mahogany and other more expensive woods. In Ontario this wood is used by 30 industries and for 55 different commodities.

McFadden and Malloy, of Spragge, Ont., have purchased the mill, stock and timber concessions of Eddy Bros. and Company, Blind River, Ont. This important deal, which was recently concluded, will give McFadden and Malloy a cutting capacity of about 300,000 feet a day. The plant of Eddy Bros. and Company, whose headquarters are at Bay City, Mich., has been established in Ontario for some 18 years, and is erected on the Soo branch of the C.P.R., about 16 miles west of Spragge, where McFadden and Malloy's mill is situated. The capacity of the Eddy plant is 125,000 feet a day, and the equipment consists of two band saws, a gang saw and a gang edger, together with the usual accessories.

The townships covered in the sale are No. 176, No. 182, and No. 188. They are well timbered, and the principal growth consists of white and red pine, with a sprinkling of hardwood.

It is understood that enough logs are already available to keep the Eddy plant operating during the coming season. J. J. McFadden, head of the firm who have acquired the Eddy interests, spent a few days in Toronto recently, and states that John R. Stover, who has been manager of the Eddy business for a number of years, will continue in the same capacity for this firm, for which he is thoroughly qualified.

Mr. McFadden further states that his firm purpose sawing a considerable amount of lumber for export. In the past the principal market for their output has been the United States, but with prospects of foreign trade looming up attractively, it is the intention of McFadden and Malloy to go after a portion of this overseas business.

The company operated several camps during the past season, and their logging output will be about the same as last year, although costs have mounted up considerably, totalling about 20 per cent. more than in 1917-1918. Mr. McFadden is confident that the price of lumber will be maintained during 1919. With respect to the labor outlook, it is possible that there will be more available supply than last year, but the exact condition will not be known until the plants of his company resume operations.

New Brunswick Cut Will Be Fair

Reports from the various sections indicate that New Brunswick's gross lumber cut for manufacture this season has been about equal to that of last year, and if the lumber can be brought out there will be plenty to keep the mills going throughout the season.

The quantity of logs coming out of the Restigouche this year will be about 120,000,000 feet, which is only about ten per cent. short of record cut on that river.

On the Southwest Miramichi, the output will be about 70,000,000 feet, ten million feet short of last year's cut, and the cut on the Northwest Miramichi was about 40,000,000 feet.

The River Valley Co., of Oromocto, expect to get out their full cut of 5,000,000 feet of logs which will keep their mill in operation throughout the season. Their drive in the south branch of the Oromocto is now in safe waters; the Back Creek drive of 1,000,000 feet also is safely through, and the Russiagornis drive is coming along well. The company also has 1,000,000 feet of logs coming from the Washademoak which does not have to be driven. A smaller drive of 300,000 feet which is being brought down the Oromocto for J. F. Gregory, of St. John, is expected to come through safely.

New Mechanics' Lien Act will be Drafted

Ontario Legislature Appoints Special Committee for This Purpose—Measure Will Afford Adequate Protection to Wage Earners and Material Men

The efforts of the Ontario Retail Lumber Dealers' Association to have a number of amendments to the Ontario Mechanics' and Wage Earners' Lien Act, carried by the Ontario legislature have borne fruit in a decision on the part of the government to appoint a special committee of the House for the purpose of holding meetings between the present session of the legislature and the next session, to hear representations from all parties who may be interested and to introduce a new Bill as a government measure at the next session.

For many years there have been serious efforts made by those, who are interested in the matter, to have the present Act so amended as to give proper protection to wage earners and material men. The decision of the government to go into the matter thoroughly with a view to revising the whole Act, is a feather in the cap of the Ontario Retail Lumber Dealers' Association and a very striking demonstration of the beneficial results that flow from earnest co-operation.

On February 12th the Ontario Retail Lumber Dealers' Association sent a strong deputation to interview the Prime Minister and the Attorney General of Ontario and urge them either to make a few important amendments to the Act or to redraft the whole Act, so as to make it more in harmony with modern legislation on this subject. The Prime Minister at that time asked the representatives of the lumber dealers to submit their proposed amendments and promised that they would be given careful consideration. He also stated that in all probability the government would consider the proposal for redrafting the Act at the session of the legislature to follow the present one. The promise now made to appoint a special committee with a view to carrying a new Act at the next session is in direct line with the O.R.L.D. A's original request.

Some of the Changes Outlined

The amendments which the association sought to have carried at the present session must now be dropped for the time being and incorporated in the principles of the new bill. Some of these amendments were of considerable importance. It was, in fact, the government's recognition of the importance of these amendments that induced the legal committee to decide that the better course would be to redraft the whole Act, rather than subject it to any further amendments. Those who have had reason, through legal proceedings, to appreciate the infinite uncertainties and inadequacies of the present Act will be prompt to appreciate the importance of the step which is now to be taken and to co-operate in an effort to produce and have carried a new Act which will give a reasonable protection and certainty to all whom it concerns.

The first amendment proposed of those, which were to have been presented at the present session of the legislature, was one dealing with the definition of an "owner." It was sought to have this include a person "with whose knowledge, by himself or his agent" work or service is performed or materials placed, etc. Under the present Act it has been held by the courts that an agreement of sale under which the purchaser is bound by covenant to erect a building according to plans and specifications approved by the vendor, does not constitute a "request from the owner of the fee" to perform work or supply material, thus depriving the lien claimants of protection when the person who enters upon the improvement of the real estate is not the owner of the fee.

The second amendment was designed to give the right of lien to a person or firm who has supplied expensive manufactured materials such as mantels. At present, in case of default by the contractor, the manufacturers are left with this material on their hands and it is not saleable for any other purposes.

The third amendment was to require the owner and the contractors, in gradation, to retain one-third of the contract price until the expiry of the time for signing liens. The present Act requires that only 20 per cent. be retained on all contracts except those of which the value is over \$15,000 in which case 15 per cent. is to be retained. The present percentages have been found entirely inadequate to protect supply men and very frequently do not pay more than the preferred lien for wages.

The fourth amendment dealt with cases where contracts are taken at inadequate prices. It provided that where the owner knew or ought to have known that the work could not be carried out at the contract price, he would be liable for the statutory percentage on the actual value of the work and material of which he had had the benefit.

The fifth amendment sought to give the lien priority from the date

of its attachment, over payments made before the lien is actually registered, in respect of mortgages or conveyances.

The sixth amendment dealt with cases where sale agreements have been entered into at fictitious prices. Under the present Act it frequently happens that by collusion between the owner and the purchaser, a building, when nearly completed, is abandoned by the pur-



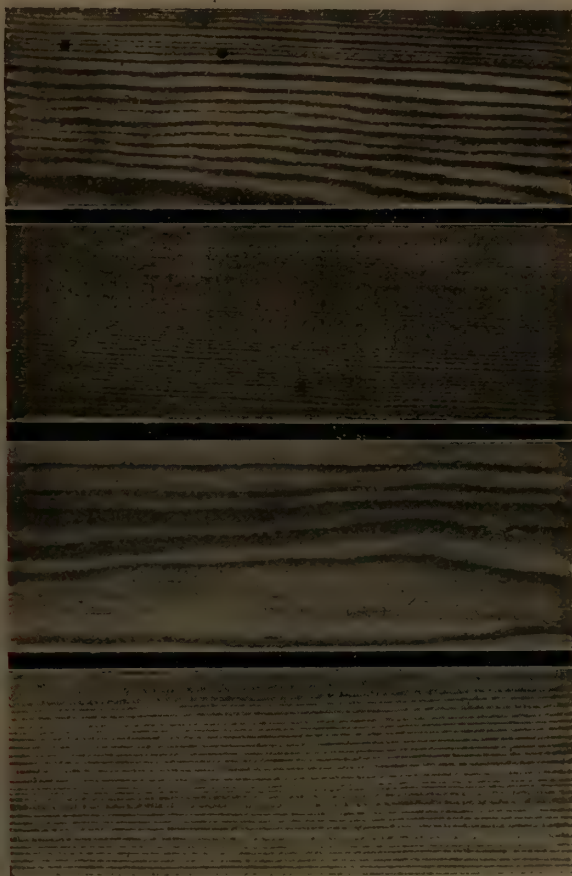
Stand of Hard Maple in the Bruce Peninsula

chaser, and the material man's lien then attaches only on the interest of the alleged purchaser, while the balance of the purchase money is a prior claim. Under these sale agreements at fictitious prices the unpaid balance is so great that the lien holder gets nothing and the owner has his house or other building erected almost for nothing. Under the amendment as proposed the lien holder would have the right to have an enquiry to determine the real value of the land at the time of the sale and would thereafter be entitled to assume the rights of the purchaser as determined by the fixing of the real value of the land.

The last amendment was designed to protect the material man in cases where the statutory fund under the present Act is all used up in compensating the owner where the fault is his, the owner's. This protection is already given to the wage-earner and the amendment proposed to extend it to the material man.

Still another amendment was desired by the retail lumber dealers to extend the time for filing a lien from thirty days to sixty days. It was thought that this would provide time for negotiations and thereby reduce the number of liens and the amount of litigation. Many of the contractors were in favor of this amendment but as some of them were opposed to it, the association decided to omit it for the time being at least, in order to secure the support of the contractors on the other amendments. It is possible that when the special committee of the legislature holds its meetings it will be invited to consider this proposal also. The special committee of the Ontario legislature appointed to consider amendments to the Mechanics' and Wage-Earners' Lien Act with a view to presenting a new bill at the next session of the legislature, consists of Hon. W. D. McPherson, Provincial Secretary, Hon. I. B. Lucas, Attorney-General, C. S. Cameron, (North Grey), V. A. Sinclair, (South Oxford), I. F. Hilliard, (Dundas), Wm. Proudfoot, (Centre Huron), H. H. Dewart, (South West Toronto), and Udney Richardson, (East Wellington).

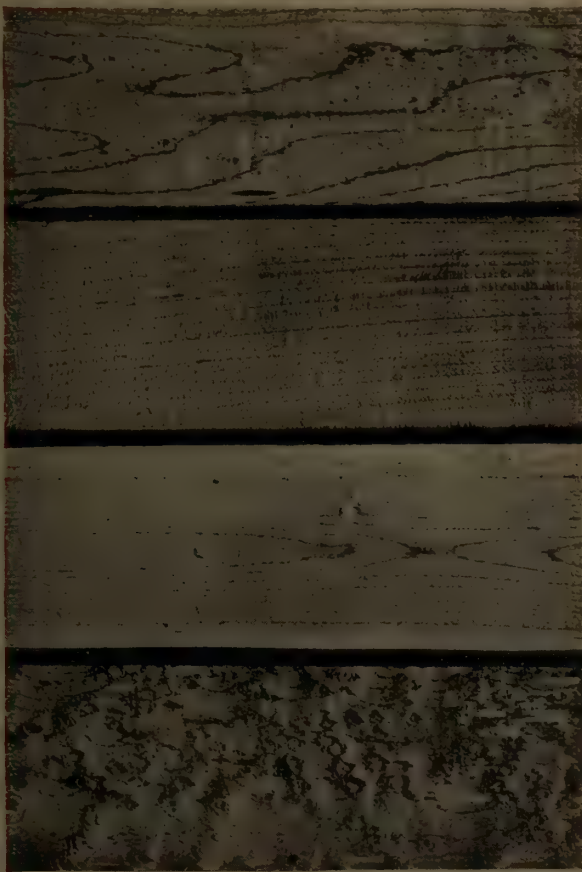
Some Representative Canadian Woods



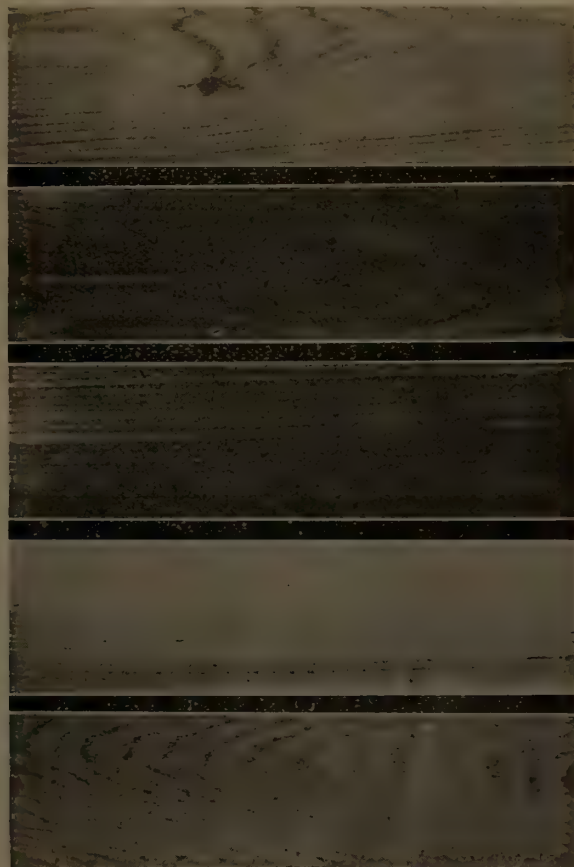
Top—Western Tamarack.
Second—Edge Grain Tamarack.
Third—Slash Grain Tamarack.
Bottom—Eastern Tamarack.



Top—Eastern Hemlock, Edge Grain
Second—Eastern Hemlock, Slash Grain
Third—Western Hemlock, Edge Grain
Bottom—Western Hemlock, Slash Grain



Top—Slash Grain Sugar Maple
Second—Edge Grain Sugar Maple
Third—Broad Leafed Maple
Bottom—Bird's Eye Maple



Top—Eastern White Cedar, Slash Grain
Second—Eastern Red Cedar, Slash Grain
Third—Eastern Red Cedar, Edge Grain
Fourth—Western Red Cedar, Edge Grain
Bottom—Western Red Cedar, Slash Grain

Canada's Unrivalled Forest Resources

By Henry K. Wicksteed, Chief Engineer of Surveys Canadian National Railways

Canada was first introduced to the British investor as a breeding ground for fur-bearing animals, and the fur trade supported Canada for a great many generations. Not only supported it, but explored and mapped it out, and to a limited extent settled it.

For three hundred years this fur trade has been carried on, and for two hundred it supplied the greater part of the export trade. As trans-Atlantic transport became cheaper and England's own supplies of timber became exhausted, and those of Western Russia and Scandinavia partially depleted, she began to look around for other sources of supply. Canada was known to be a densely forested country—how else could the fur-bearing animals have lived—and who so likely to know just where the finest timber was, and how to reach it, as the trappers and "coursers des bois" who had developed the fur trade. The transition from trapper and voyageur to lumberman and river driver was easy and natural, and the race that had carried the fleur-de-lis of France, and later the Union Jack, to every corner of the Northern Continent on snow shoes in winter, in bark canoes in summer, the race of Champlain, La Salle, Marquette, Radison and La Verendrye, became the best axemen and the most skilful and daring rivermen of the world.

The only timber looked for in those early days of the lumber trade was white pine and occasional sticks of oak, but the latter was not much in favor with the lumbermen because it would not float without support from lighter timbers, and floating was the essence of the lumber business. Railways there were none at first, and they multiplied and extended slowly when they did come, but rivers and lakes were plentiful, and they all led to the sea, and most of them to Quebec, and so Quebec became the emporium of the lumber trade.

The timber in these early days of the lumber trade was all hewn square with the broadaxe. The saw did not enter into the manufacture at all and millions of f.b.m. of good timber was left in the woods to rot in the form of chips and waste. The source of supply got fur-

ther and further away from the sea, and the difficulty of getting out the great square sticks increased. The introduction of iron and steel into structural work decreased the English demand, and a new demand for building timber arose in the eastern part of the neighboring republic. All these causes contributed to bring about the decline of the square timber era, and to usher in that of the sawmill and the log, but still the demand was for white pine, and the method of transport was still by flotation. The log was floated to the mill and the sawn lumber was carried by water from the Ottawa by barges to New York, and from lake ports by schooner to Tonawanda and Oswego. Gradually the railways pushed their way forward, multiplied,

and took a greater part in the distribution of the sawn product, and also opened up for settlement the great treeless plains of the central plateau, creating a new demand within the country, and contemporaneously the enormous forest resources of British Columbia were brought within reach, as also in the case of the Canadian National Railways the forested areas of Northern Ontario, Manitoba, Saskatchewan, and Alberta.

Still more recently has come the era of wood pulp, and here both the Canadian National and the eastern provinces, especially Quebec, Nova Scotia, and New Brunswick being all on the seaboard, had always done a very

considerable business in sawn spruce deals with England and other overseas countries, but the wood pulp industry opened up markets for their forest products before undreamed of Nova Scotia's merchantable timber is almost all spruce, and as an offset to the comparatively limited area of the province, it has a moist and mild climate which effects more rapid reproduction than is possible anywhere else but on the Pacific Coast.

So much has been said and written of the agricultural possibilities of the Prairie district and of the nickel and other minerals that the fact that Canada is mainly still covered by forest has been lost sight of; but a glance at any regular map of the Dominion will



Dressed Lumber along the Transcontinental Line Between Levis, Que., and Edmundston, N.B.



One of the numerous saw mills to be seen along the Transcontinental Line between Levis, Que., and Edmundston, N. B.

show how great is the forested area as indicated by the great U of the Laurentian plateau and British Columbia. There are areas of agricultural land all through it and one of these, the Clay Belt, north of Lake Superior, contains some 25,000 square miles, but the total area of the provinces of Ontario and Quebec, in which it is situated, is over 1,000,000 square miles, and most of this is Laurentian. Neglecting the extreme northern portions which do not contain much merchantable timber, if any, this little patch does not represent more than 5 per cent. of the total, and the present value even of this is its forest wealth. By far the greater part of this vast area is valuable only for its forest and its minerals.

The same applies to British Columbia and the Yukon, and it is noticeable in respect to this that the forest growth extends and is valuable much further north, than on the Atlantic and Hudson's Bay coast. Hearne, leaving a treeless region at Fort Churchill and travelling west, reached a well-wooded one far east of Lake Athabasca; and spruce of a fair size grows even about Great Bear Lake, while the very finest in the world grows on Queen Charlotte Island. The basin of the Upper Mackenzie and its tributaries the Peace, Slave, and Athabasca, has agricultural possibilities, and all of it has



Thousands of cords of pulpwood are to be seen along the Canadian National Railways.

mineral, but the minerals are underground, and more or less uncertain as to location, and mineral production does not interfere with forestry as does agriculture. It goes hand in hand with it, so that the fact remains that on some 2/3 of the area of Canada, within the temperate zone, forest products are the actual tangible assets, and that forestry is, in consequence, one of our most important cares and studies. It is noteworthy that the statistics show that the mineral and forest production of the Dominion are approximately equal in value, \$175,000,000 each per annum.

I regret very much to say that this great heritage of ours has been sadly mishandled and neglected. Nature had been so bountiful in her gifts that we believed and boasted that they were inexhaustible. In the race to turn them into money, we have wasted and destroyed by fire more than we have used. The best of the white pine has gone. So have the white cedar and tamarac, and all of these are slow growing trees, taking years, even centuries to replace. Our children's children will travel far to see the glory and dignity of a white pine forest, but there remains to us much still, and with more care and proper forestry laws, it will not only last for centuries, but increase in value from generation to generation. The white pine has almost gone, but the Douglas fir and the giant cedars of the Pacific coast remain; and in the North there are, besides the spruce, which is everywhere, a number of hitherto almost unused timbers which can be made to take the place of the more lordly growth. Among these are poplar and the balsam. The birch, both white and red, is another most useful tree.

Mining and forestry can go on hand in hand. The operations of the former require much of the latter, and of the coarser species.

There is one aspect of the Northern forest which we have not touched on, the conservation of our waterpowers. Streams which 100 years ago were perennial and turned the wheels of our forefathers' little grist and saw mills the season round, have become, with the clearing of the forest, mere trickling rills in midsummer, and raging torrents in Spring.

Nearly all our streams have their sources in the forest country, and the forest is necessary for their conservation and regulation.

Something has been done towards this and in setting aside forest reserves in a number of different regions, and some thousands of Canadians have formed an association for the purpose of getting more done. I can not close this essay better than by quoting from one of its booklets: "Of that vast tract of 400,000,000 acres, only a few thousand square miles are good for any crop but timber. Every consideration of common sense and national welfare calls for the maintenance of these timber crops for hundreds of years to come. That is the idea on which European forestry has built up colossal profits for the public treasury."

Lumberman Joins Ranks of Benedicts

Lieut. Finley McGibbon of the McGibbon-Hodgson Lumber Co., Vancouver, son of Chas. McGibbon of the McGibbon Lumber Co., Penatanguishene, Ont., who passed away recently, was married on April 23rd to Miss Julia Pringle, eldest daughter of Mr. Arthur Pringle, Preston, Ont. The bride is the niece of Admiral Sir Chas. Kingsmill. The ceremony was performed by Rev R. Herbert, Mr. McGibbon and bride are spending some time in Atlantic City, and will take up their residence in Vancouver. The assistants at the wedding were Miss Constance Pringle, sister of the bride, and Arthur McGibbon, brother of the groom.

White Ash For Export Trade

Messrs. H. H. Wiggin Lumber Co. in this issue of "Canada Lumberman" are offering to those interested in European market large quantities of white ash, which they will cut in any length or width up to 35 feet, all band sawn stock 5/8ths to 4 inches thick. This lumber is of excellent quality and has been adopted by the United States government on all navy yard work where wood of this character is used for such purposes as repair work, construction and trim. It is used for small boat work, steps, grating and other interior finish work on all the large ships. During the last year H. H. Wiggin Co. have sold over 4,000,000 feet for the various navy yards at Boston, Charlestown, Brooklyn, Washington, Norfolk, Puget Sound and Mare Island.

H. H. Wiggin Co. carry large stocks on hand ready for immediate shipment from their Southern mills at New Orleans, Louisiana and at their Boston warehouse and lumber yard at Charlestown, Boston Mass. The output of the mills at the present estimation will be 8,000,000 feet so that they are in a good position to handle large export shipments. Other woods which this lumber house handle for both import and export are oak, cypress, cottonwood, tupelo gum, mahogany and teak.

Good Opening for Shooks in Mexico

There is a bright opening for Canadian box and barrels shooks in Mexico, according to advices by the Canadian Trade Commission, Ottawa. A few years ago Canadian manufacturers commenced shipping in competition with American exporters from the lumber region of the Mississippi and Louisiana but owing to war and other conditions there has been scarcely any trade recently. At present there is renewed activity and a heavy movement in the mineral oil industry, in which the refined article is barrelled. As many as five and six thousand tons of shooks are used by one operating company. The British Board of Trade in Mexico states that at present there is only one small Mexican firm competing with the import trade.

St. Maurice Co. Had Splendid Year

Another Canadian company to report a prosperous year is the St. Maurice Paper Company, Limited, whose operating profit after all expenses amounted to \$1,468,488 last year, as compared with \$1,060,853 the year before. Details of deductions are not available, but the surplus is given as \$562,300, as compared with \$596,148 the previous year. Current assets are \$2,757,680, against \$1,990,694. Current liabilities are \$1,040,079, against \$1,039,880 the previous year. The working capital is thus increased to \$1,717,601, compared with \$950,814. The company's total assets are now \$9,727,425, as against \$8,872,558.

Available figures compare as follows:

	1918	1917
Profit	\$1,468,488	\$1,060,853
Surplus	562,300	596,148
Current assets	2,757,680	1,990,694
Current liabilities	1,040,079	1,039,880
Net working capital	1,717,601	950,814
Cash	30,334	13,615
Total assets	9,727,425	8,872,558

Keeping Unimpaired Canada's Timber Wealth

How to Increase the Earning Capacity of the Capital Invested in the Forests—Fundamental Objects in Safeguarding Great National Assets

By Dr. C. D. Howe, Faculty of Forestry, University of Toronto



Dr. C. D. Howe

Not long ago I attended a meeting of business and university professors gathered to listen to reports upon the progress of industrial research in Canada. Being Toronto business men and, therefore, doers as well as seers, some of them seemed inclined to express impatience that matters in the hands of the Research Council at Ottawa had not developed more rapidly. One of the gentlemen made the remark: "Canada stands almost naked of industrial research, of co-operation between the scientist and the business man." Another, in replying, said, in effect: "We must have patience. New ideas develop slowly." Then to use what he doubtless considered a convincing illustration, he remarked, with a great deal of emphasis: "I remember 25 or 30 years ago we had to

be told what forestry meant. It was an entirely new thing. Now, every big lumber company or pulpwood concern has a forester. They could not do business without one."

The statements of these two gentlemen made a deep impression upon me, the first because of its terse descriptive quality, and the second because of the profundity of ignorance which it displayed. Since the second statement reflects a very general public opinion with regard to forestry in Canada, I shall combine it with the first and make the remarks quoted the subject of my text and I shall say: After nearly 30 years of agitation and effort Canada stands almost naked of any forestry practice, of any definite carefully formulated plans for the management of forests.

I make this statement deliberately, although I am aware that it will evoke criticism and perhaps censure. I believe the time is ripe for plain speaking. The forests of the Dominion chiefly rest in crown lands. They belong to you and you should know into what state their past and present treatment has brought and is bringing them. You should demand an account of stewardship and to urge this course upon you is the purpose of my speaking to you this afternoon.

The Primary Object of Forestry

To make myself clear and to avoid misunderstanding, let me define what forestry practice means. The primary object of forest management is to maintain unimpaired the capital stock, the forest wealth. Herein lies the differences between lumbering and forestry. Lumbering removes the trees with no thought of a future forest crop on the same area; forestry practice removes the trees only after careful planning for the future crop. When this fundamental object has been accomplished, the next procedure in order is, if possible, to increase the earning capacity of the capital invested in the forest. Although minor objects and methods of technique may differ under varying circumstances, these are the two elemental principles at the base of all forestry practice. Keep the capital intact, so that its returns will be as continuous as possible; increase the earning capacity of the capital. Nothing about that is hard for a business man to understand. In fact, someone has defined forestry practice as the application of business principles in obtaining the continued productivity of woodlands.

Suppose you had an acre of land covered with trees of commercial value. Now, trees possess the miraculous power of rejuvenating themselves each year and the result is a layer of new wood. Let us suppose that the new wood laid down in a growing season on all the trees of the acre totals a cord—a cord of wood per acre. You could remove a cord of wood each year and your capital stock would remain unimpaired. You could consider that cord of wood as earnings on capital invested or you could imagine yourself cutting coupons instead of cutting cords. And the wonderful thing about it is that you, your children, or your children's children could go on doing this as

long as the sun shines and the rain falls, for wood is only solidified sunshine and water plus a small percentage of mineral salts from the soil. I will substitute for the words you and your children the term, the state, the nation. I confess I can never pass this point without dreaming of what might be if men only demanded in governmental business the same standards that they insist upon in their private business.

The primary object of forestry practice, then, is to maintain the capital stock in a productive condition. I take this to be the foundation upon which all legitimate business rests—the security of the investment. As business men you make this your initial demand upon the state. Do you or have you made the same demand in behalf of the forests in which you are part-owners, which yield revenues to the public treasury, and so indirectly reduce the cost of carrying on your business, whatever it may be?

Perhaps you have not the data at hand. Let me answer the question for you. One-third of the geographical area of Canada doubtless is incapable of producing trees of sawlog size because of inhospitable climatic or soil conditions. The actual sawlog producing areas probably do not total 500,000 square miles, and at least one-half of this has been burned. Any of you who has travelled in the north country or who has even ridden on the transcontinental railways must be fairly well convinced that our forest capital has not been maintained unimpaired and therefore, according to our definition, the primary object of forestry practice has not yet been attained.

The Maintenance of Capital Stock

The capital values destroyed by fire are incomprehensibly large. The effect of this loss of wealth upon industry is already apparent, for it has forced lumber concerns to seek materials each year farther and farther from the market, which means that the consumer has to pay more and more each year for the products of the forest. We are using in Toronto forest products whose raw material came from the other side of the height of land in the Hudson Bay drainage basin. Think of the transportation charges on that material. I see in this room wood material which came from the Southern States. The wages expended in converting the raw material into the finished product went to the citizens of another country and yet those wages might have gone to our own citizens; we could have had raw materials better adapted for the purpose within 200 miles of Toronto, if we had taken the first step in forestry practice, that is, had we maintained our forest capital unimpaired.

We as consumers are paying heavily today for our neglect of this elementary business precaution, yet the failing of timber supplies through the devastation of forest fires is not the most serious aspect of the problem. Mother nature is a great restorer; if undisturbed, she eventually heals all wounds, and in time she might re-cover our fire scarred forest areas with commercially valuable trees, but, unfortunately, she is not allowed to carry out her plans. The forests are burned not once, but repeatedly. I know areas that have been burned thirteen times in the past 50 years. The repeated forest fires is a vicious and destructive thing, for it kills the young trees which are to make the future forest and it kills the mother trees (seed trees) which might, if allowed to live, replace the destroyed young.

One-half of our commercial timber lands have been burned. You see, even if there never were another forest fire, one-half of our future supply of timber should come from these areas. Every fire decreases that possibility by destroying the young commercial trees. You cannot kill the children for several generations and look forward to the continuance of the race; you cannot kill the young pine and the young spruce on an area every 5, 10 or 20 years and expect eventually to get saw logs.

Let me state once more the conditions on the burned areas. Thousands of square miles of forest land in the Dominion have been so severely burned by repeated fires that they will lie barren of commercial trees for hundreds of years unless they are planted by man. Other thousands of square miles, less seriously burned, are restocking themselves naturally to valuable species, but these areas are being constantly reduced and transferred into the first class mentioned because of inadequate fire protection.

I asked you a moment ago, if you had demanded security for

the Canadian forest capital in which you share. Have you? You have spent a million dollars a year for the past ten years for protection of your property. You have invested ten million dollars in a project. Have you asked for an adequate return on that investment? Let me tell you; although you have spent millions of dollars on forest protection, the safety of the forests is still largely in the hands of Providence. I mean it depends upon weather conditions. Things go fairly well until we have an exceptionally dry season. The technique of fire-fighting methods has not been sufficiently developed to cope with the extra dry season. A very effective preventive method, although successfully practised in certain districts in the West, has not yet been employed other than experimentally in the East, namely the disposal of the slash which becomes extremely inflammable in softwood forests, as in the north country. Unless the slash in certain districts is burned at the time of lumbering, we may as well become resigned to periodic forest holocausts. The best fire-fighting organization in the world could not master a situation in which all the odds were against it.

Another reason for this insecurity of the forest, the reason more time and thought have not been put upon the development of fire-fighting methods is largely because the rangers are not hired because they are efficient workmen or even good fire-fighters—but for other reasons.

The Evil of Political Patronage

I have only words of highest praise for the men in charge of the Dominion and Provincial Forestry Branches. There are men at Ottawa; there are men here in Queen's Park, men in nearly every provincial capital, hardworking, patriotic men who are giving the best efforts of their lives in the attempt to protect our forest capital, but they are far from successful because in the end they find astride every trail that hideous grinning monster, political patronage. Who is to blame for this state of affairs? Now, I have thought over this matter a good deal and I have come to the conclusion that no politician, no official of the government is to blame; they are simply the victims of an inherited political tradition with regard to the methods of handling governmental business. You and I are really the responsible parties. The average citizen is to blame because he does not demand in governmental business the same standard that he demands in his own private business. Political patronage is a question of public morals and the problem will be solved only on this ground.

If, as an organization, you are contemplating presenting a memorial at Ottawa or in Queen's Park on this subject, I make bold to suggest that you state the case something like this: Our forests are in a precarious condition. Unless they are relieved, their revenue-producing functions will be practically destroyed because of repeated forest fires. We believe this condition is chiefly due to an archaic, inefficient, rotten system of political patronage, a system for which you are not responsible because you inherited it from your political ancestors. In fact, we acknowledge that we as tax-paying citizens are really responsible for a condition of affairs for which we have in the past condemned you. Now, cannot we get together and devise some means of putting forest protection on a business basis? I have a feeling that the responsible politician, I mean the legislator and the cabinet minister are just as disgusted with the whole business as anyone else and that approached in this matter, they would meet you more than half way.

Making the Forests Safe From Fire

Let me say again that the first step in forestry practice is the maintenance of the earning power of the capital stock. This primary object has not yet been accomplished in Canada because we have not yet devised the means and methods to make the forests reasonably safe from destruction by fire.

Now, let us turn to the unburned logged-over lands and see how our definition of forestry applies to their treatment. We have the testimony of lumbermen that the end of the white pine supply in Eastern Canada is in sight. There will be scattered white pine trees in the forests for many years, but outside the forest reserves only a few large stands of virgin white pine remain. Investigations indicate that white pine does not reproduce itself when removed from the ordinary mixed forest. The young seedlings require light and the dense thickets that spring up after logging choke and finally kill the little trees.

Certain areas in the old pineries, that is, where the trees were in pure stand when cut, are undoubtedly regenerating themselves with pine, but we don't know how extensive such areas are. It is very important that we should know, but we don't know. We need much more investigation of the matter, but so far as the investigations have gone, they indicate that we have not accomplished the first object of forestry practice in respect to white pine, that is, we have not kept the capital stock represented by white pine trees unimpaired and continuously productive.

For the past two summers I have been investigating for the

Commission of Conservation, at Ottawa, the regeneration of spruce and balsam on cut-over unburned pulpwood lands in the province of Quebec. I cannot here go into the details of my results, but I would like to tell you what we found on a certain representative area of 97 acres which had been severely culled. Twenty-six spruce trees per acre had been removed. We counted all the young trees on those 97 acres and determined their death rate. We found when they reach merchantable size there will be only 7 spruce trees per acre to take the place of the 26 spruce trees removed by the logging operations, or, in other words, there will be one-third as many spruce trees in the future forest as in the virgin forest.

Knowing Results From Cut-Over Lands

We don't know yet whether this area is representative of all the cut-over spruce lands in Eastern Canada. It is very important that we should know. If it is representative, then it will be very evident to you as business men that the forest capital stock represented by spruce trees has not been maintained unimpaired and continuously productive. Therefore, we have not accomplished the primary object of forestry practice in respect to spruce.

Balsam trees at the rate of 32 per acre had been cut from these same 97 acres. Following the same line of investigation as with the spruce, we found that in the next crop there will be 12 trees per acre where 32 have been taken away, or, in other words, there will be a little more than a third as many balsam trees in the future forest as were in the virgin forest. Nor is this the whole story. Our investigations indicate that 7 of those 12 balsam will be so badly diseased by heart rot as to be unfit for pulpwood; so the final result will probably be 5 pulpwood bearing balsam trees where 32 were taken away.

We don't know yet whether this area is representative of all the cut-over balsam lands in Eastern Canada. It is very important that we should know. If it is representative, then it is no longer necessary for me to bring to you any more illustrations to drive home my assertion that we have not attained the first objective of forestry practice because we have not maintained the forest capital unimpaired and in a continuously productive condition.

The Mistaken Idea of Forest Revenues

I hope you have already anticipated my next statement. Our so-called forest revenues are not revenues at all. They represent so much money taken from the capital stock; an average of 1.5 million dollars in Ontario for the past ten years; and nearly the same for the province of Quebec. It is not revenue at all; it is borrowed money. You are already paying exorbitant interest on it in the steadily rising pulpwood and lumber prices, and you will pay a higher rate each year so long as the practice of borrowing is continued. Also, because we are each year reducing our forest capital and so restricting its production you contribute in the aggregate large sums of money to pay the wages of lumbermen in the States instead of paying our own lumbermen. You do this every time you buy southern pine to furnish your house, and practically every house I have entered in my ten years of residence in this city contains more or less southern pine.

This borrowed capital must be restored to the forest either in the form of planting or in the form of regulated logging operations—probably both, if our lumbering and pulpwood industries are continuously to be maintained even at their present capacities. Either method of restoration will be very costly, but you or your children because of your previous neglect will be compelled to pay the price. The longer you wait, the higher the price.

Let me point out to you a great anomaly that very largely accounts for our present forest conditions. As business men you will appreciate the point. The Forestry Branch at Ottawa is charged with the care of 25,000,000 acres of Dominion forest reserves. It has a staff of technically trained foresters. With the exception of settlers' permits and a few odd logging jobs, the activities of the branch are confined to fire protection. All the licensed lands, all the big logging operations within the Forest Reserves are in charge of another branch at Ottawa, which has not a forester in it. Let us come nearer home. The province of Ontario has around 7,000,000 acres in forest reserves. It has 10,000,000 acres under timber license and practically the same area in pulpwood concessions. There is a Forest Branch with technically trained foresters. There are no better foresters in the Dominion, yet they have no part in carrying out the timber regulations for the licensed lands. That is in the hands of another branch which has no forester in it. Managing forests so that they will remain continuously productive is a big job; it calls for men with special ability and special training. Those of you who are manufacturers—to whom do you turn with your technical problems? Do you turn them over to your clerks?

The Part of Patriotism and Business

May I refer you back to my text: Canada stands practically naked of any forestry practice. The reason for this is that you and business men like you throughout the Dominion have not taken interest

enough in your property to see that it is properly managed, to demand an account of stewardship. I think it is the part of patriotism as well as the part of elementary business policy to make an effort to sustain an industry which stands third as a producer of wealth in this country, an industry that created for Canada in 1917 forest products valued at \$116,000,000, an industry that employs over 50,000 people and distributes nearly 40 million dollars in wages. These are concerned with wood products as such. If we add to these sums the industries partially dependent upon wood in some form, we find that they increased the wealth of Canada in 1917 by over \$250,000,000. Surely in the interests of the continued prosperity of our country, the wheels of these industries should continue to turn.

I hope I have not drawn the picture too dark. I have failed in my effort, if I have given you the impression that the case is hopeless. It is far from that. We are still much better situated in regard to timber supplies than any other country, but that does not justify indifference or the delay of recuperative methods. Four-fifths of Canadian soil is probably better adapted to the growing of trees than to any other purpose. No other country has such large forest areas, so accessible to transportation by water and by rail, so near the great consuming markets. Russia may have more timber. The United States undoubtedly has more and in larger variety, but I repeat no other country has such large forest areas so accessible to the markets of the world as Eastern Canada. With proper fore-thought and proper fore-action there is no reason why Canada should not supply the timber requirements of the world. Properly managed our great forest areas might turn for all time continuous streams of sylvan wealth into our public treasuries. But they never will; they will lie as idle waste lands, a burden upon the tax-payer, as so many of them already are, unless recuperative methods are inaugurated at once, unless you and business men like you throughout the country take more interest in them in the future than you have in the past.

Has Portable House Order Failed?

Negotiations Said to be Still Pending and Part of the Business May Yet Come to Canada

A. G. Rose, of Ottawa, who some months ago went to England and the Continent in the interest of the Canadian Timber Products Association, in the hope of securing export business for that organization, has returned home. When requested for some information regarding the success or otherwise of the large overseas order from the French government for 10,000 portable houses and amounting to \$6,000,000, Mr. Rose had little to say. He remarked that there would be "a lot of business after labor conditions improved," but declined to discuss the matter of the portable house order.

This business was reported in the last issue of the "Canada Lumberman" as having been lost to the Dominion because of the alleged indifference of the federal authorities in adjusting the excessive freight charges.

From another source comes the information that while it was thought the order had gone by the board completely, later advices are to the effect that negotiations are still pending, and the situation is developing favorably.

It was said by one member of the association that by the end of June, much more space would be available on ocean going vessels for the transportation of goods to Europe, and it was then expected that freight rates would come down. The general freight charges were around 75 cents per cubic ft. at the time the order was cabled. An effort was made to have these charges substantially reduced, but with no encouraging results.

There is something going on behind the scenes, at any rate, and it is rumored that Mr. Rose may return to Europe once more in the hope of finally landing the business for the Association.

If the order is lost, it is alleged that it will be by reason of the high ocean freight rate, and because the Federal Government did not make a prompt and effective move in transportation matters so that the business could be profitably handled. It is now asserted that if Canada does not secure the order, instead of the consignment for 10,000 portable houses going to the United States, it will revert to Sweden or Norway. These countries are very close to France and Belgium, and ocean freight rates would not likely enter into the question. Both of these lands have plenty of wood and labor is reported cheaper than either in Canada or the United States. Spruce or pine, it was stated, was included in the specifications under which the order was originally negotiated by the Canadian Timber Products Association.

Speaking of the outlook, one member stated that if Canada still captures the business or part of it that present ocean freight rates would have to be cut in half to compete with other countries, especially the Scandinavian market. Besides this, there is the question of getting accommodation in cargo space.

British Timber Controller Now in Canada

Sir James Ball says United Kingdom is Short of Lumber and Anxious to Get as Much Shipped as Possible from the Dominion—Confers with Representatives in Montreal

Sir James Ball, British Timber Controller, and Mr. Montague Meyer, British timber buyer, with Mr. J. H. Lane, secretary, are on a visit to Canada. They came via New York. Their visit is in connection with the purchases of lumber in this country and the shipping of the stock to the U. K., and also for study of Canadian conditions. The lumber has been bought for delivery alongside ship, Canadian port, and the bottoms will have to be found by the British Government. It is understood that that Government has completed its buying programme in Canada.

After leaving New York, the party visited Montreal, arriving there on April 30. Sir James and Mr. Meyer had conferences with Sir Arthur Harris, the Director-General of the British Ministry of Shipping, and in the afternoon of May 30 met representatives of the Canadian Lumbermen's Association. The deputation included Messrs. W. Gerard Power, president; Arthur H. Campbell, D. H. McLennan, G. W. Grier, Geo. Goodfellow, W. K. Graftey, W. T. Mason, W. Blair, L. Rolland, J. A. McLaurin, J. S. Gillies, W. E. Golding, (St. John, N. B.), and Frank Hawkins, secretary.

The discussion chiefly related to the question of shipping, and as to how the lumber could be quickly shipped. The issue was discussed in an informal way, the interview being of a satisfactory character. Sir James expressed his pleasure at meeting the members of the Association and discussing in a frank manner the questions in which they were mutually interested.

The exporters met Sir James and Mr. Meyer on the following day.

Have Bought 800,000,000 Feet Here

In an interview with the "Canada Lumberman" Sir James referred to the pleasure with which he had discussed questions affecting Canada with Mr. Lloyd Harris, Mr. Wade of British Columbia, and Mr. Manbert of Toronto, the latter representing the Ontario pine interests. "I can only repeat what I said to them: You have magnificent opportunities, having regard to your great wealth from the timber point of view. The United Kingdom is short of lumber, and we are anxious to get as much as possible shipped. We have purchased about 800,000,000 feet in Canada, including 75 millions in B. C. Naturally we shall try to get shipping for our own purposes, and we are here to make arrangements to this end. We believe that it will be of benefit to the Canadian lumber interests for us to ship the lumber we have purchased as promptly as we can, and thus take it off your market.

"It is for the Canadian lumbermen to get together and make the best arrangements they can for getting their lumber sent to the U. K., and also to increase their trade. They must not depend upon the British Government—but must make their own arrangements.

Canada Should Seize Opportunity

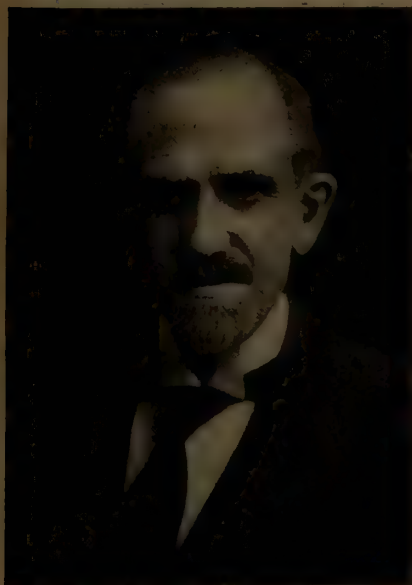
"The opportunity for increasing the volume of trade with Europe is there, and it is for Canadians to seize it. In 1913 Europe imported 4½ million standards, of which Great Britain took 50 per cent. Russia is now practically dormant, and although Sweden and Norway are sending in a good amount of lumber, there is plenty of room for Canada, in fact the opportunity is such as never occurred before."

Mr. Meyer, in the course of conversation, mentioned that the lumber purchased here will be sold to retailers, in cargoes, if possible, and also in half cargoes. Possibly the Government might make a small profit, but the object was not to make any money out of it. The lumber was required, and the Government was anxious to get it into consumption as soon as possible.

The party will visit Ottawa, and possibly Toronto, and then go to B. C., Sir James Ball and Mr. Meyer returning home by different routes. When in Ottawa Sir James Ball will see Sir Thomas White.

Cordial Welcome Given Mr. Manbert

Timber Commissioner for Ontario Finds British Trade Much Interested in His Mission Overseas



A. C. Manbert, Toronto, Ont.

Clippings from British timber trade papers announce the arrival in London of Mr. A. C. Manbert, of Toronto, the recently appointed Timber Commissioner for Ontario, and his entrance upon his new duties. Personal letters to his partners in Canada briefly comment upon the cordial welcome he has received from the various people he has thus far seen who would be naturally interested in his mission. It is undoubtedly too early to expect from him any report upon conditions in the English timber trade as he finds them, but all venture the expectation that these will be forthcoming as he becomes established and better acquainted. Reports of British developments would, however, indicate that his visit is well timed.

Lumbermen, generally, with any interest in the British export trade, are anxious that the restrictions and control of purchases and movements exercised by the Government, shall be removed. Reports are that this hope is soon to be realized as the Government is anxious to have the timber trade resume the pre-war basis of individual initiative and activities.

Already the Government is offering without reserve to the public for tenders some of its timber holdings. In order to stimulate and enable the furniture trade to resume aggressive manufacturing, the Government is so offering all of its hardwood stocks both in hand and under contract.

It is a matter for congratulation that the well-known genius of the British people for self direction is so promptly recognized by "officialdom," and that we belong to a nation experienced in the orderly processes of self control, as contrasted with the incoherent vagaries of an inexperienced proletariat now ruling the affairs of so much of Eastern Europe.

So much the sooner shall we return to stabilized conditions and the development of the timber export trade (and all trade for that matter) under the natural law of supply and demand.

The "Canada Lumberman" has been a persistent and consistent pleader for an extension of our export trades. It has urged it not only as a measure of self interest to the lumbermen of Canada, but, beyond that, as a duty to national concern and coherence. It takes the position that the resources of the Empire should have preferential distribution within the Empire. The easy and comfortable way is to be satisfied with our domestic opportunities. These are, of course, of great importance, and we urge, not less of these, but more of these, and the other as well.

The "Canada Lumberman" has been a keen supporter of the quickened co-operative impulse among all the factors of lumber production and distribution for Canada. It supports, with equal interest, this co-operative purpose of the Government, and lumber manufacturers of Ontario in sending Mr. Manbert overseas.

Arising out of the war, the bonds of the Empire have been tensioned—it would be impossible to have them more strengthened—and Britain has been thrilled with the loyalty and power of her colonies. Canada has accomplished a dignity and prominence which makes her the premier of these, and she must measure up to her opportunities.

It has been well said that as in development, the nineteenth century belonged to the United States, so the twentieth century belongs to Canada. The lumber producers and Government of Ontario are to be congratulated upon the vision and contribution towards that purpose, which is embraced in the appointment of Mr. Manbert.

An Agressive Firm of Timber Factors

Roray & Yeaman, timber factors, whose announcement will be found elsewhere in this issue, have been very active in timber affairs of British Columbia; cruising, valuing, buying and selling timber properties. They have been the means of interesting considerable capital in timber, bringing to the province some very substantial lumbering industries. Gained through years of experience and connection with lumber and timber operations, this firm have accumulat-

ed and compiled a vast amount of timber data and information, all of which is freely placed at the disposal of their clients.

Mr. Roray has been actively identified with lumbering and logging, in the Pacific Northwest since 1895, having come to Seattle in that year from the employ of the Lucher & Moore Lumber Co., at Orange, Texas.

Mr. Yeaman, prior to joining with Mr. Roray, was Vancouver manager for Henry Disston & Sons, Inc., saw manufacturers, and as salesman for this company, as well as for E. C. Atkins & Co., had for years visited the camps and mills of the Southern States and of Canada, bringing to the firm of Roray & Yeaman the benefits of a large acquaintance among mill owners and timbermen.

More Methods of Wood Preservation

The Forest Products Laboratory of the Forest Service at Madison, Wis., has been co-operating with the Emergency Fleet corporation, with the result that the grading rules for ship timbers have been much improved and methods of wood preservation have been developed. New woods have also been discovered for use as treenails. Specifications for ship timbers that would yield a satisfactory grade of material and at the same time allow production in quantity, were prepared with the aid of data obtained by the Laboratory on the mechanical properties of various native woods.

New Chairman of Saskatoon Section



F. M. Beatty, Saskatoon, Sask.

F. M. Beatty, who has been elected chairman of the Saskatoon section of the Prairie provinces branch of the Canadian Manufacturers' Association, is manager at Saskatoon for Cushing Bros. Limited, of Calgary, which firm are manufacturers, importers and jobbers in lumber and conduct the largest sash and door house in the west. F. M. Beatty is a brother of W. R. Beatty, who is secretary of the Colonial Lumber Company of Pembroke, Ont., and Mayor of that progressive town, while his father is with the Hayward Lumber Company of Edmonton, so that both father and sons are all in the lumber business. F. M. Beatty was born in Pembroke in 1886 and ever since leaving school has been in the lumber and wood working line. After departing from his native town he took a

position in a planing mill at Buckingham, Que., where he worked for three years in the office and mill. He gained considerable practical knowledge and this has been of much benefit to him in his executive duties. Thirteen years ago he went west and located in Edmonton, starting in with Cushing Bros., in whose service he has been ever since. In 1910 he was appointed manager at Edmonton owing to A. T. Cushing having to leave the business for a year on account of ill health. In the spring of 1911, Cushing Bros. decided to erect a plant in Saskatoon and Mr. Beatty was made manager and transferred to that point to look after the construction of the new buildings. He has always liked and taken a deep interest in his work and his success is the story of a great many young easterners, who have located in the west early in life and climbed rapidly to positions of prominence. Mr. Beatty has for many years been a live wire member of the Canadian Manufacturers' Association. Cushing Bros. have factories at Calgary, Edmonton, Regina and Saskatoon and branch yards at Red Deer, Fort Saskatchewan and Morinville and besides handling lumber and all kinds of building supplies, manufacture every kind of interior and exterior trim.

It is proposed to erect pulp mills throughout the Fraser Valley in British Columbia, to be utilized in turning the timber on unused land into a serviceable and profitable commodity, as well as providing employment for returned soldiers. C. E. Hope is one of those behind the enterprise, and recently addressed a representative meeting of the Greater Vancouver Bureau of the Board of Trade. It is stated that while a fine grade of pulp could not be manufactured from the timber, there is plenty of raw material available for the production of the coarser grades. With the establishment of pulp mills, thousands of acres of land will be cleared, and rendered available for cultivation. It is probable that the project outlined will be taken up by the provincial government.

**Second Hand
Machinery &
Equipment
Wanted &
For Sale**

Quick Action Section

**Special Lots
Of Lumber—
Positions
Wanted &
Vacant**

PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 20 cents per agate line (14 agate lines make one inch). \$2.80 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 20th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

Cedar Posts, Etc.

Wanted—Cedar Posts, Cedar Poles and Railway Ties. Apply Box 921, Canada Lumberman. 9

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

Maple and Birch Wanted

Clear Maple and Birch Squares, 2 x 2—10" and multiples, 2 1/4 x 2 1/4—10" and multiples. Box 889, Canada Lumberman, Toronto, Ont. 8-12

WANTED—BIRCH

White Birch, 1 1/2 in., 1 1/4 in. and 2 in., all grades. Can send inspector. Advise quantity, price and age. Box 927, Canada Lumberman, Toronto. 9

Spruce Wanted

100,000 ft. each of 4 and 5 quarter, No. 1 and 2 Spruce, 6 and 8" wide, 8 to 16' long.

John I. Shafer Hardwood Co.,
South Bend, Ind. 6-9

Elm, Maple and Beech Wanted

For spring and summer delivery, Rock Elm and Grey Elm, Maple and Beech Plank, 2 1/4" and 3 1/4" thick in car lots. Quote price f.o.b. to St. Marys Wood Specialty Co., Ltd., St. Marys, Ont. 9

Spruce Wanted

We want to buy the following Canadian Spruce:

25 cars 1 x 4—6 to 20' No. 4—S2S
5 " 1 x 6 " " " "
5 " 1 x 8 " " " "
5 " 1 x 10 " " " "
5 " 1 x 12 " " " "
20 " 1 x 8, 10 & 12"—14 & 16' No. 3—S2S & CM
25 " 1 x 4 to 12"—6 to 20' No. 5—S2S.

RUSSELL J. MATTHIAS CO.,
9-10 Chicago, Ill.

WANTED—Quantities of

Basswood, Birch and Black Ash

Dimension stock 3/4 in. and 1 in. thick, 2 ft. 9 in. to 6 ft. long and 4 in. to 6 in. wide, clear stock, cut true to sizes and handled for export. Any one interested please give quantity you can get out, when delivery could be made, price on each kind, per 1,000 ft. B.M. and freight rate to Montreal. Box 916, Canada Lumberman, Toronto. 8-9

Sawdust

Wanted—A few carloads of Sawdust. Apply Box 921, Canada Lumberman, Toronto. 9

For Sale-Lumber

Rock Elm For Sale

One small car 4/4 Rock Elm, thoroughly dry, and in first class condition. Apply at The Stratford Mfg. Co., Stratford, Ont. 9-12

Spruce and Balsam For Sale

Three cars of 2 in. dry spruce and balsam lumber for sale. Also 400 cords dry kiln wood. P. Adams & Co., North Bay, Ont. 9

Oak Timbers For Sale

Oak timber from 8 x 8 to 20 x 20, lengths 10 to 30, for boat and dock work. D. A. Webster, 50 Vernon St., Brookline, Mass. 8-13

TIES FOR SALE

About 1,000 pieces undersized Cedar and Hemlock Ties (very few Hemlock) eminently suitable for siding work. For further particulars apply to Box 264, Renfrew, Ont. 9

Pulpwood For Sale

Five hundred cords 4 ft. peeled spruce and balsam pulpwood for sale, on Transcontinental Ry., delivery option of buyer. Open to contract for 5,000 cords 1919-20 delivery. James T. Clair, Clair, N.B. 9

Hickory For Sale

Hickory Squares 1 in. x 1 in. and Dowels 7/8 in. diameter, also Hickory Whipstocks. Can ship immediately, and will sell very cheap. G. Elias & Bro., Inc., Buffalo, N.Y. 7-10

Birch Flooring For Sale

500,000 ft. Birch flooring for sale, ready for immediate shipment. We can fill almost any order. Quotations and sample will be furnished on demand. Apply to

QUEBEC LUMBER CO.,
98 St. Peter Street,
Quebec, Que. 8-11

Timbers For Sale

Five cars 8" x 8" to 12" x 12" x 10 to 20' sound square edged white oak; 3 cars 4, 5, 6 and 8" x 10" and up face x 10 to 20', and 1 car 5" and 6" x 10" and up face x 20 to 30', white oak fitch suitable for boat and shipbuilding or repairs.

The Billmeyer Lumber Co.,
Cumberland, Md. 6-9

CEDAR FOR SALE

Cedar Poles Cedar Squares Cedar Fence Posts

Address enquiries to:

St. Lawrence Lumber Co.
Quebec

Wanted-Machinery

Wanted

Complete equipment of small second hand mill with twin propellers. Reply Box 10, Timmins, Ont. 8-9

Chisel Tooth Saw Wanted

54" to 58"; would prefer 7 and 8 gauge. Must be in good condition and cheap. For sale, 54" and 62" solid tooth saws. E. A. McLean, Dorchester, Ont. 9

For Sale-Machinery

BURNER

For Sale—Refuse Burner, 30 ft. x 30 ft. Box 919, Canada Lumberman. 9

Sander and Clamp For Sale

One Three Drum Cowan Sander, 42 inch. One Improved Door and Sash Clamp (Model). TRAVERSY LIMITED,
130 Papineau Ave., Montreal. 9

FOR SALE—SAWMILL

25 H. P. Engine, 50 H. P. return tubular boiler. Three log seat carriage, overhead set, friction feed works, single edger and slab saw. All in fair order. Price \$1,000. Box 915, Canada Lumberman, Toronto. 8-11

For Sale—Band Resawing Machine

in good running order; made by the Egan Co., Philadelphia; takes 6 in. band resaws; suitable for Box Plant or planing mill.

D. AITCHISON & CO.,
Hamilton, Ontario. 8-11

Jenckes Corliss Engine For Sale

One second-hand Jenckes Corliss Engine, 12 in. x 30 in. cut. Description and price on application to

Canadian Ingersoll-Rand Company, Ltd.,
Toronto, Ont. 2-t.f.

High Speed Matchers

1—Berlin No. 90 High Speed Matcher with Profilers and several extra heads.

1—American No. 77 High Speed Matcher without Profiler but having several extra heads. Two real bargains.

Box 893, Canada Lumberman, Toronto, Ont. 6-t.f.

Big Sawmill

For Sale—Complete Machinery. Transmission, Lath Mill, Filing Room Equipment, Power Plant, for 200,000 daily capacity. Double Band Sawmill. Also Burner, Machine and Blacksmith Shop Equipment, Caterpillar Logging Engine, Sleighs, etc., etc. 9-t.f. Box 930, Canada Lumberman, Toronto.

For Sale

1—17 x 24 Atlas Engine, with 36 in. x 10 ft. flywheel.

3—No. 94 Berlin Matchers, 15 in., fitted with hard steel knives on top and bottom cylinders—one pair shiplap, jointer and flooring heads with bits for each machine.

1—No. 182 Berlin Double Surfer, 30 in. x 6 in.

1—No. 199 Berlin Buzz Planer.

1—No. 290 Berlin Picket Header.

The Otis Staples Lumber Company, Ltd.,
19-t.f. Wycliffe, B.C.

Equipment For Sale

Economist Light Planer and Matcher, 24" Eclipse Pony Planer. Variety Trim Saw, Shaper, Band Saw, Power Feed Rip Saw, Swing Saw, 12" Moulder, Chain Morticer, Drum Sander, other machinery.

A. J. LINDSAY,

6-9 90 Pembroke St., Toronto.

Band Saw Mill For Sale

One Waterous 9 ft. Band Saw Mill, gun-shot feed, complete with extra saws and filing equipment. Used about one year, excellent condition. The Geo. F. Foss Machinery & Supply Co., Ltd., 305 St. James St., Montreal. 7-t.f.

Equipment For Sale

Engine 75 H.P., 18 x 66 pulley, engine 100 H.P., 21 x 144 pulley, Sawmill trimmer, Cowan 30" Bracket Band Saw, Goldie & McCulloch Shaper with countershaft, Rogers Lath Machine and Murray Lath Bolter with saws. All excellent condition and cheap for cash. Write for further particulars.

VIGARS SHEAR LUMBER CO.,

6-9 Port Arthur, Ont.

EQUIPMENT FOR SALE

Peter Mill, Parry Sound

Left hand edger, 54 inch, 4 stationary saws and one moveable saw, made by Wm. Hamilton Co.

1 engine, 11 x 18 slide valve.
1 right hand Champion Edger, 48 inch, 3 stationary saws and 2 moveable saws, made by Waterous Co. (latter edger was only used two seasons and part of a third). Set of trimmers complete with chains and sprockets.
1 Patterson & Berryman feed water heater.
1 blower for Gordon hollow blast heater.
1 Riche automatic gang saw sharpener.
1 Rhodes gang saw swage.

In addition to above we have a considerable quantity of shafting, chains, pulleys, etc., all in good working condition.

Write for further particulars to

W. L. HAIGHT, Barrister,
Parry Sound, Ont. 8-11

Equipment For Sale

Brown cross-compound steam engine—16" x 30" cylinders x 42" stroke horizontal poppet valve—14" x 35" c.i. flywheel—split.

The Polson Iron Works Co. Complete, with condensing pump—10" x 14" x 16" horizontal single piston—with c.i. air chamber and jet condenser.

Geo. F. Blake ... Complete.

The Jerome Wheelock system tandem compound steam engine No. 395—16" x 24" cylinders x 34" stroke horizontal—side crank with outboard bearings—and 14" x 14" groove iron flywheel—split—for 1 1/4" rope.

The Goldie & McCulloch Co. ... complete with condensing pump—8" x 12" x 16" horizontal—single piston—with spray condenser.

The Northey Mfg. Co. Complete.

THE E. B. EDDY CO., LTD.,

6-9 Hull, Canada.

Equipment For Sale

1-35 H.P. "Case" Engine and Boiler, on skids, 125 lbs. steam pressure, in first class condition.

1-56 inch Trevor "Jumbo" Heading Sawing Machine, Upright, with saw collar complete.

1-3 compartment Steel Vat, 24 by 7 by 4 1/2 feet.

1-10 H.P. Upright Engine and Boiler.

1 Box Board Planer, 24 in.

1-25 H.P. Motor, 3 phase, 60 cycle, 550 volts, and two 15 k.w. transformers for same.

2-2 1/2 k.w. Transformers, 2200 to 550 volts.

2 Stave Joining Machines.

1-125 Gal. Duplex Steam Pump.

Trenton Cooperage Mills, Limited,

7-10 Trenton, Ont.

Wanted-Employees

Advertisements under this heading two cents a word per insertion. Minimum charge 50 cents.

Culler Wanted

WANTED—A Culler who is acquainted with the National Hardwood Association grading, for a mill at Mont Laurier, P.Q., Sam Ouellette, Mont Laurier, P.Q. 9

WANTED A FIRST CLASS COMPETENT MAN to take the position of manager of an operating lumber business, who will be capable of managing the concern, in its operation from the camp to the consumer. Apply to Box 911, Canada Lumberman, Toronto, Ont. 8-9

A large firm owning timber limits in the Eastern Townships, Province of Quebec, requires the services of a Practical Lumberman to take charge of logging, manufacturing and handling of yard stock. Apply Box 891, Canada Lumberman and Woodworker, Toronto, Ont. 6-9

Wanted, experienced Lumber Yard Foreman, and local salesman for retail department, capable of handling teams and men, getting lumber into mill, keeping up lumber shed, grading and tallying from cars, one who speaks French preferred, for southwestern Ontario city. Also matcher and sticker hands wanted. Apply stating wages expected and experience, to Box 920, Canada Lumberman, Toronto. 9

Wanted-Employment

Advertisements under this heading one cent a word per insertion. Box No. 10 cents extra. Minimum charge 25 cents.

Wanted position by first class Right Hand Double Cut Band Sawyer, ten years' experience. Very capable. P. O. Box 100, Buckingham, Que. 6-9

BAND-SAWYER, GOOD FAST NIGGER MAN and good White Pine Grader, wants position. Best of references. Box 904, Canada Lumberman, Toronto, Ont. 7-10

Position Wanted—As lumber inspector, yard or mill foreman. Have occupied positions of responsibility and trust with prominent lumber companies, and can furnish best of references. Phone Junct. 541, or Box 926, Canada Lumberman & Woodworker, Toronto. 9

POSITION WANTED—A young man with 15 years' experience in the manufacturing and wholesale business wishes to locate with a reliable lumber company, buying or sales department preferred. Either hard or soft woods. At inspector; will consider any capacity and go anywhere. Box 917 Canada Lumberman, Toronto, Ont. 8-9

POSITION WANTED by thoroughly qualified bookkeeper with ten years' practical experience in all branches of the lumber business. Logging, milling, shipping and handling of builders' supplies. Capable of taking charge of office. Ontario or Maritime Province company preferred. Apply Box 910, Canada Lumberman, Toronto. 9

POSITION AS SAWYER on left hand rig. I have long experience on both circulars and hand saws. I am used to fast rig steam feed and steam Niggers. Have been in the employ of the same company for over five years. I want to change on account of short season. I am a married man with wife and family, and can furnish best of references if needed. Apply to Sawyer, c/o Canada Lumberman, Toronto, Ont. 9-10

Business Chances

FOR SALE

Retail lumber yard, shop, and machinery doing a good thriving business and growing every year. Situated in Agincourt in very best of farming district on lines of G. T. R. and C. P. R., 15 miles from Toronto on good road. Hydro goes past property, power if required. Owing to ill health owner is obliged to sell. A good chance for the right man and a mechanic. Business bound to grow. Address Lewis Forsythe, Agincourt, Ont. 9-10

SPRUCE AND WHITE PINE CONNECTION WANTED

We desire a good connection on Spruce and White Pine. Terms to suit shipper. Serfas Lumber Company, Easton, Pa. 6-9

Come to Canada—Your Chance is Here

For Sale—Planing mill and saw mill. Old established business now running strong. Lots of orders, lots of help. Satisfactory reasons for selling, and price right. Address Box 923, Canada Lumberman, Toronto, Ont. 9

For Sale

Building and Machinery of good Double Cut Band Sawmill, well equipped with steam feed, canter, loaders, etc. If you want a good mill, address Box 762, Canada Lumberman, Toronto, Ont. 15-t.f.

FOR SALE

Modern Retail Lumber Yard

Fully equipped for business, located in a bustling Pennsylvania city. Great opportunity for big business. Financial reference required. Box 914, Canada Lumberman, Toronto, Ont. 8-11

FOR SALE—WELL EQUIPPED PLANING MILL

and lumber yard with well established connections, also contracting business in connection, in growing manufacturing town of 60,000 population in Western New York. Owner having other business. Only bona-fide buyers considered. Address Box 883, Canada Lumberman, Toronto, Ont. 6-9

SAWMILL WANTED

Efficient Portable Sawmill, capable of not less, and preferably more, than 20 M. feet per day, fir, hemlock and birch. For ease of transportation double boilers. Would also consider a contract for the sawing, but mill would require to be moved to property. Reply to T. A. Rogers, 85 Bay St., Toronto. 7-10

Timber Limit Wanted

WANTED—Softwood Limit of 100 million or more standing timber, with or without mill plant, conveniently located to transportation. Please address reply, giving full particulars, to Post Office Box 284, Montreal. 9-12

Saw Mill Plant For Sale

Practically new and modern Saw Mill Plant, capacity about 30 Million feet per annum, located in the Interior of British Columbia on a beautiful inland lake and on the main line of the Grand Trunk Pacific Railway. About 500 Million feet of timber on and adjacent to Lake (about 90% Spruce) and another Billion feet available at reasonable prices. Natural conditions ideal for economical logging, manufacturing, piling and shipping. An advantage of about \$4 per thousand feet in freight rates to the Prairie Provinces over Coast shipments. This property offers unlimited possibilities as a lumber, pulp and paper property. Would consider selling a half interest. Terms reasonable.

A. C. FROST COMPANY,
134 South LaSalle Street,
Chicago, Ill.

5-t.f.

Miscellaneous

Rails Wanted

We are in the market for 14,000 lineal feet of second hand, twenty pound rail, with plates and spikes for same. Address Box 10, Timmins, Ontario. 8-9

BELTING FOR SALE

We have a large quantity of Second-Hand Rubber and Leather Belting in all sizes and plys up to 24 inches in width, which we can sell at interesting prices. Send us your requirements.

N. SMITH

138 York St. - Toronto, Ont.

DR. BELL'S

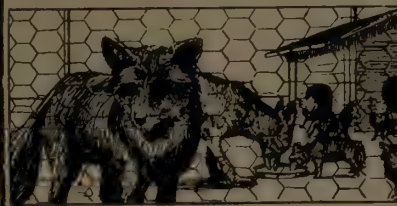
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10,000 one dollar (\$1.00) bottles Free to horsemen who give the Wonder a fair trial. Guaranteed for Colic, Inflammation of the Lungs, Bowels, Kidneys, Fevers, Distemper, etc. Send 25c for Mailing Package, etc. Agents wanted. Write your address plainly. DR. BELL, V.S., Kingston, Ont.

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WIRE For TYING, BUNDLING and many other purposes. NAILS, etc.

LAILAW BALE-TIE CO., Ltd.
HAMILTON, ONT.



PERISCOPE the future and rear the North Eastern Canada Silver Black Fox, the species that is different from all others and the acknowledged king of Fur bearers. The 20th Century industry for thoughtful men and women. The new industry approved by United States and Canadian Governments, is the most lucrative branch of live stock industry. We offer choice unrelated breeding stock for sale in pairs and furnish instructions to beginners. Join the fast increasing number of Fox ranchers.

Now is a good time to start—today.

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BOTHWELL, ONTARIO, CANADA

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OF TORONTO, Limited

'Canada's Greatest Live Stock Market' Capital, \$1,500,000. Two Hundred Acres. Dundas St. cars to Keele St., West Toronto. Auction Sales every Wednesday. Private Sales Daily.

Correspondence Solicited.

WALTER HARLAND SMITH

Manager Horse Dept.



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ST. JOHN - N. B.

Timber Estimates

James W. Sewall

OLD TOWN. - MAINE

Coolidge & Carlisle

Forest Engineers

Timber Estimates and Map
Plans for Logging Operations

Bangor, Maine

BOOKS FOR SALE Special Prices

"A Manual for Northern Woodsmen," by Austin Cary. Published in 1918 by The Harvard University Press, Cambridge, Mass. 302 pages and illustrations. Price \$2.75.

"Baughman's Cost Tables" for figuring cost of any article by the foot, piece, pound or ton. 127 pages, 5 1/4 in. by 7 in. Price, flexible leather, \$1.50; flexible Morocco, \$2.50.

"Climax" tally book, bound in sheep, with hand straps. Size 4 1/4 x 8 1/4, 110 pages. Price \$1.00.

"The Kiln Drying of Lumber," a Practical and Theoretical Treatise, by Harry Donald Tiemann, M.E., M.F. Just published by J. B. Lippincott Co. 310 pages, illustrated. Price \$4.

Vest Pocket Ready Reckoner for Lumbermen. 11th edition. Published by the American Lumberman. Price 35 cents.

Seasoning of Wood; A Treatise of the Natural and Artificial Processes Employed in the Preparation of Lumber for Manufacture, with Detailed Explanations of its Uses, Characteristics and Properties, by Joseph Wagner. Published by D. Van Nostrand Co., in 1917. 274 pages, illustrated. Price \$3.00.

The Preservation of Structural Timber, by Howard F. Weiss. Published in 1915 by McGraw-Hill Book Company, 312 pages, illustrated. Price \$3.

Utilization of Wood-Waste (Second Revised Edition), by Ernst Hubbard. Published in 1915 by Scott, Greenwood & Sons, 192 pages, illustrated. Price \$1.50.

Baughman's "Buyer & Seller." The handiest labor-saving book for lumbermen ever devised. Desk size, 300 pages, \$2.50. Pocket edition, 188 pages, \$1.25.

CANADA LUMBERMAN

347 Adelaide Street West

TORONTO

Review of Current Trade Conditions

Ontario and the East

There is not much change in the general trade situation, and owing to the Eastertide holidays, business, that had loomed up fairly well in certain lines, became somewhat quiet. The general situation may be described as somewhat peculiar with inquiries increasing steadily. At this season of the year there is generally much heard in regard to the sale of annual cuts but so far few large transactions have been reported, though some sales of several million feet have taken place. Wholesalers are not very anxious to assume heavy obligations in view of the somewhat hesitating trend of events and uncertain building situation, while the manufacturers are not disposed to vend their stocks at the figure which buyers are inclined to pay. One Toronto wholesaler stated during the past week that in response to an inquiry, they had received a reply from a leading Eastern spruce firm requesting more money for the lumber than the wholesale trade is able to obtain for it after carrying it a whole season. Eastern spruce men are asking all the way from \$6 to \$12 more for their 1919 offerings than for the corresponding grades of last year. They contend that even then they will not make as much as in the previous season, owing to logging costs being from 10 to 15 per cent. more, and in some cases higher.

The majority of Ontario and Quebec mills will start operating this month and a few are already sawing. They expect that there will be no difficulty in securing crews. The wage scale is likely to be about as high as last summer. Building in the various towns is looming up fairly well, though there has been no heavy move in this direction made as yet. It is a bit too early perhaps to gauge the situation accurately. With excessive demands made by labor unions the agitation for shorter hours, and the restless feeling prevailing in industrial ranks, there is a disposition on the part of contractors and home builders to hold back. In fact, in every branch of the trade the policy seems to be one of proceeding cautiously and conservatively. It is not possible to look into the future and size up the situation.

In hardwoods, manufacturers are asking from 10 to 35 per cent. more for their cuts than last season, while wholesalers, in view of the general conditions, are not able to obtain any more money than they are getting at the present juncture. The upper or thick ends of birch are holding firm, No. 3 common is selling for a little less than last year. There is a slight depreciation in all the lower ends of hardwood, and quotations on the other side are lower than at present prevailing in Ontario. Even with the surtax of $7\frac{1}{2}$ per cent. maple and other Michigan hardwoods are being quoted f.o.b. at some points in Ontario for less money than is being asked by local wholesalers. This will not worry the trade any if export opens up early. The whole adjustment of the home situation depends on how foreign business develops.

In regard to Western stocks, there is a shortage of one-inch cedar boards. The B. C. shingle market is characterized by a shortage of supplies and lately there has been an aggressive campaign on the part of ready-roofing men to place their lines in the hands of retail lumbermen in competition with B. C. shingles. Never have the metallic roofing, felt roofing, tar roofing and other exponents of artificial coverings for houses and buildings been on the alert so much as they have been this spring, but dealers feel that there will continue to be a good requisition for shingles.

There has been some relaxation in the timber market. When the big order of 70,000,000 feet was placed by the Imperial government with British Columbia mills, timber naturally became firmer in price, but due to shipments not going forward as rapidly as possible, there has been some easing off in the situation. Word received from the Coast indicates that most of the labor troubles, including that with the coolies, have been amicably settled, and productions are now moving along.

There is a moderate demand for B. C. stock and the feeling persists in the trade that there is something in the air. One leading salesman of a representative company said this week "I am optimistic regarding the prospects. I feel that within two or three months we will be rushed off our feet. Two years ago the demand was so active that we had a wire from our mill at the Coast to accept no orders and give no quotations until further advised. I then went on a fishing jaunt, and had a month's rest. While conditions may not revive to this extent, I am of the opinion that all the mills will have all the Eastern business they can attend to within the next few weeks."

There should be a big demand in the near future for building material as it is reported that a leading automobile concern intends spend-

ing millions of dollars on the construction of new plants in Walkerville and Oshawa while housing schemes are going ahead in a number of other centres.

A leading lumber merchant recently expressed regret that in the effort to erect houses cheap the speculative builders were making use of so much inferior material. He said that in a certain section in Toronto the call was all for No. 2 hemlock and No. 3 lath. There is at present a great scarcity in lath of all kinds.

Some shipments have recently been made from Toronto overseas. One firm sent forward about sixteen cars of three-inch white pine deals and one and one and one-half inch shipping cull sidings.

The fact that the British government controls practically 70 per cent. of the tonnage shuts out at the present time large shipments of lumber going forward in the 30 per cent. balance of space. While firms in normal periods contract for space for thousands of standards, only small lots of space of 25 standards are now being offered them, and these too at the outside figure.

Great Britain

While importers and merchants are eagerly looking forward to the time when peace is signed for the rapid revival of business, nevertheless the removal of trade restrictions is having a stimulating effect on the market. With the transmission of stocks into the hands of brokers for gradual realization in the usual course, prices in hardwood and other markets have fallen to some extent during the progress, but on the whole have remained satisfactory. Though they have not reached in all cases the altogether extreme rates of the war period, the results should leave little, if any, loss on the import. It is believed that the bottom in this descent has been reached, existing rates in most cases approximating the cost of importation at the present time. This fact is a source of stimulation and encouragement to merchants and consumers.

It was generally supposed that when the late reduction in freight from the United States and Canada was made heavy consignments of supplies of lumber would be directed to the Mother Country. This has not been the case, however, and the possibility is rather remote. Shipping space is exceedingly difficult to secure for months ahead, and, in the meantime, advancing figures are quoted for freight.

The general tone of the market at Liverpool and other ports is distinctly encouraging. With the continual increase in Board of Trade releases, business is becoming decidedly better. Everyone is hopeful and optimistic now that restrictions on trading have ceased altogether. March 31st marked this time, and a quick revival is anticipated. Freedom to indulge in ordinary private trading should, according to English advices, not only assist in repairing the heavy loss sustained by the timber trade on account of the war, but should likewise give the industry its long-sought chance to regain its footing in the commercial world. Large shipments are daily coming in, with hardwoods and mahogany quite prominent. With these vast supplies on hand, there should not only be enough to meet home demand reviving trade, but also sufficient to fill foreign orders. Shipping companies are again advertising their regular sailings to and from points in the Continent, and with space available, it is conceded that merchants will seek to re-establish their pre-war activities with the Continent.

The British Government has entered into a large contract for the purchase of railway timber from British Columbia. Over 33,000,000 railway sleepers are said to be required by British railways at an early date. Negotiations have been completed and Canadian mills are working on the order. While every indication points to an early revival in timber activities, prices will remain high. Atlantic inward bound freights are rising. A month or two ago advertised freights on lumber was \$1.00; later it is \$2.00 and there is every reason to believe that it will go higher still.

Although the Controller has purchased very large quantities of Canadian spruce, there is still a little movement in importing circles, and some negotiations are proceeding. The market is rather a difficult one. It was thought some time ago that owing to the very much lower free-on-board basis for spruce, as compared with Scandinavian wood, the former would be brought in far more cheaply. Several factors, however, have contributed to raising the probable import cost into this country. In the first place freights over the Atlantic have become much firmer, and, as we reported last week, rates up to £14, and even £15, have been asked for f.o.w. to the West Coast of England. This is probably an exaggerated idea, but many think that £12 10s. will have to be paid. Then, again, the shippers have placed



View of Mills in Sarnia.

BUY THE BEST

Retailers and woodworking establishments who like to get A1 NORWAY and WHITE PINE LUMBER always buy their stocks from us because we can ship them on quick notice. It pays to have the goods, but it pays better to "deliver" them.

We also make a specialty of heavy timbers cut to order any length up to 60 feet from Pine or B. C. Fir.

"Rush Orders Rushed"

Cleveland-Sarnia Sawmills Co., Limited

SARNIA, ONTARIO

B. P. BOLE, Pres. F. H. GOFF, Vice-Pres. E. C. BARRE, Gen. Mgr. W. A. SAURWEIN, Ass't. Mgr.

so much of their production that they are fairly independent, and are firmer in their free-on-board prices; while another factor in raising the cost here is the loss on the exchange. When the government operations for controlling the exchange were abandoned, a sharp movement against this country occurred; and although a reaction has since been noticeable, there will be a loss in converting sterling into dollars for some time—a loss which the shippers in America will be able to put on buyers in this country.

The inquiry for yellow pine is simply enormous, and large as are the government holdings, the placing of the wood will be very easy work. For weeks past there has been a waiting list of names at Salisbury House, and the allotting of the wood will be a matter of some delicacy says the "Timber Trades Journal." Firms who have specialized in yellow pine have been very hardly hit, and the few arrivals which will come in before open water will not go far towards satisfying the requirements. Some hard things have been said about the Controller for allowing the stocks of pine to run out, but the great need of all Atlantic tonnage last year for direct war purposes made shipments impossible. As regards the stocks of which we gave particulars last week, it is pleasant work to have for sale goods which everyone wants to buy, and especially so when there is no necessity to strive for a big profit; and in this yellow pine the government buyer will have almost a monopoly for a time, and his quotations will rule the market. In order to meet the immediate demand, we understand that some of the wood has been railed to St. John, but, of course, the bulk of the purchases will have to wait until the St. Lawrence is open. A pleasing feature of the specifications is the heavy quantities of 3x11 in. 1sts, 2nds, and 3rds. Buyers all over the country have been asking for this size for months, and meagre quantities only have been available. The substitution of cypress has been tried by many pattern-makers, but as far as we can gather with little success.

United States

The general situation is growing better and as spring advances business is gaining in volume and a more hopeful feeling prevails. Orders are starting to come in more freely and the conviction is now pretty well established that present values will continue to hold. The retail yard men are generally presenting better reports and building is becoming more active in the big centres. The trade in the East is developing more confident and reversion to a normal business footing is now being "speeded up" by the march of commercial and industrial events.

Business in the Buffalo market has picked up considerably during the past few days and is now fairly good. The hardwood trade is looking for considerable improvement from the South and believe that prices will be fair. There has been quite a bit doing in some stocks such as ash, 1-in. plain white oak and others.

In the New York and Boston markets, it is reported that more inquiries are coming in from suburban points, and the rural lumber merchants are replenishing their stocks owing to the spring demand for alterations and repair work. So far as purchases from the large city yards are concerned, these are still limited in quantity and num-

ber. Owing to the government cancellation of contracts with yards carrying substantial stocks, there is not a great demand for spruce. Quotations range from \$38 to \$42. There is some small movement in lath, spruce being offered at \$4.75 to \$5. The whole situation is summed up by one leading concern, as being firm.

Due to improved weather conditions in the South, pine production has been increased, but new orders have fully kept up with increased output. Indicative of the general trend of trade is the assertion of a retail lumberman at the American Lumber Congress recently: "During March I did about twice as much business as I expected to do. Just where this business came from I do not know, but I am satisfied because it did come. The result is that I have had to do a great deal more buying than I expected to do."

Northern pine mills are receiving a steadily increasing volume of orders, and while some sellers would be satisfied with still more business, conditions generally are encouraging. There is comparatively little lumber in shipping condition. Demands for shop lumber are increasing along with that for yard stock.

There has been practically no change in the volume of shipments and orders placed with Douglas fir manufacturers. However, there has been an upward revision of prices, with the result that all quotations are now \$2 higher than a week ago. Some concessions are given, but the market is of a firm tone. More special cutting business would undoubtedly be appreciated by some of the mills, though this condition will be relieved as soon as vessels are obtainable for export trade.

Spruce manufacturers of the East are considerably benefiting from the steady increase in building. Though the market is somewhat spotty, stocks are on the whole so small, and the prospective demand so good, that unless the ideas of the buyers are met, no sales are made. With a limited supply to be looked for from Canada, more spruce than usual is being cut on the Pacific coast this year, largely because of the logs that were cut to furnish airplane material. It is evident that this wood, whose good qualities were forced upon the public by the war, is to enjoy an excellent demand this year.

The hardwood market is shaping up excellently. The demand for almost all grades of hardwood has materially increased, and some items are now hard to find in shipping condition. Northern manufacturers possibly are in a little better shape to fill rush orders than in the South, though even stocks in the North are unusually small for this season. Production has increased somewhat in the South, though weather conditions have been unfavorable, and labor remains inadequate in supply and inefficient in character, thus contributing to small production and increased cost of manufacture. With truck and automobile manufacturers entering the market extensively, hickory is in very good demand. Likewise hardwood flooring trade is reviving, so that large immediate supplies of oak and maple flooring are needed. Manufacturers of sash and doors and interior millwork are doing a great deal of figuring, which undoubtedly means an increase in orders. Prices are holding firm, and on item in heavy demand, have even advanced. Just now the volume of orders being booked exceeds the production of hardwoods, viewing the country as a whole.

Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD**

Montreal Business Shows Practically No Change

Local trade in Montreal is, at the time of writing, disorganized owing to a strike of carters, who are trying to hold up manufacturers, jobbers, retailers, etc., for a very large increase in wages. The result is that several yards have had to be closed down, the operations of box and other woodworking factories curtailed, and the movement of lumber practically stopped. The striking carters have intimidated men who would otherwise be willing to work, and police protection has had to be given in many instances.

What little business has passed has been at firm prices. Although so far the season has been rather disappointing, wholesalers are still, as a rule, optimistic as to the general outlook. The need for houses is more insistent than ever, owing to the large number of men returning from the front, but comparatively few are being built, and so far little has been done in the way of expediting the government scheme for industrial houses.

A wholesaler doing business with the United States declared that orders were scarce. Firms were willing to buy, but only on condition that prices were cut.

Trade in hardwoods and in veneers is quiet. There is still uncertainty as to the amount of shipping likely to be available for export.

The representatives of exporting houses believe that the season will be a busy one, but so far only a small amount of space has been booked for the United Kingdom, at 300s. per standard.

According to opinions expressed in the Montreal lumber trade, there is no likelihood of any famine in wood goods. It had been rumored in some quarters that shipments would have to be brought in from the United States, but this situation appears quite improbable. According to the best informed authorities in the trade, there will be enough lumber in the Canadian market to take care of all requirements during the coming season without resorting to importation. There is a general impression that export business will be somewhat limited this season owing to lack of adequate bottoms, and it is stated there will not be an abnormal demand at home for building material, as the government housing schemes will not be sufficiently under way to require more than a limited amount of lumber. The feeling is growing that there will be no great building activity this year, although retailers' sales are likely to show a gratifying increase over those of last season.

Industrial conditions are not going to recover as rapidly as some had at first supposed, and the export trade, while it will be revived to a considerable extent, will not reach the proportion that some of the



"A Considerable Portion of the Expansion of Our Business we Attribute to our PACKARDS"

MICKLE, DYMENT & SON, TORONTO

Toronto, March 17th, 1919.

The Ontario Motor Car Co., Ltd. :

It is a pleasure for us to tell you of the excellent service we have received from our three Packard trucks, and of our satisfaction with them.

Our first purchase was a 5-ton Packard in December, 1916, and although this truck gave excellent satisfaction the first year, now that it has been on the road two seasons and is starting on its third year, we are convinced that we are receiving equally as good or better service than when it was new.

Our second purchase was a 3-ton in January, 1918, and our latest purchase was a 2-ton in January, 1919.

With our present equipment we are able to tender on and deliver material by motor trucks to work, which it would be almost impossible for us to handle by teams. A considerable portion of the expansion of our business we attribute to this service and look for further increase of suburban and country business as soon as prospective buyers realize what our service means to them in the promptness of receiving their supplies.

MICKLE, DYMENT & SON

(Sgd.) T. A. Paterson, Manager.

Lumber Dealers, Retail Timber Dealers—do you want to place your "toting" and trucking on an economy and efficiency basis? If so the first step is to ask our Freight Transportation Department for an analysis of your hauling problem.

The Ontario Motor Car Company, Limited

18 Bloor Street East, TORONTO

49 Metcalfe Street, OTTAWA

most confident expected at the beginning of 1919. Boat rates are still very high, and the government is yet commandeering most of the space.

St. John Reports Costs Steadily Mounting Up

The mills at St. John, N. B., are now all in operation, having been shut down by strikers who demanded 80c per man per day over the last year's rate of wages. This matter has now been adjusted to the satisfaction of the men by granting them an advance of 40c per day per man. This means that the manufacturers at St. John have granted an increase of \$1.20 per day per man in three years. This advance in wages plus the tremendous increase in the cost of logging certainly prohibits any lower prices in lumber except at a loss to the manufacturer.

The English market for deals as far as export is concerned, is almost at a standstill. It is hoped that in a few days the matter of tonnage will be arranged, and if ships are available, stocks will move out freely, and with vessels and lower freight rates it is expected the market will produce a better price.

The British Munitions Board purchased very large quantities of deals and buyers are anxious to learn what the Board will do with these deals. If they should flood them on the trade it would certainly be felt, but if they will apportion them out in reasonable lots, it will not affect the market. This is practically what the United States government have done with their war purchases and it has not acted in any way to the detriment of the trade.

It is felt that we must have increased trade before very long as the goods are urgently needed. Labor conditions in England and in the United States have helped to retard sales very much, and have also caused builders to hesitate. When all these matters are adjusted and buyers stop looking for lower prices, a boom must come.

Driving on the St. John has only begun in earnest. If rains continue driving should be well along and into corporation limit by the middle of May. The cut of logs at this writing on the lower and upper St. John for the St. John market will be normal. Laths are in slow demand. Many mills at St. John have stopped manufacturing them and are putting their wood into kiln or firewood. Shingles are in fair demand. The box trade is not as good as it was a few months ago.

Ottawa Lumbermen Make Some Price Advances

A sharp advance in manufacturers' prices, the receipt of more inquiries and an improved movement of lath, indicating that building is beginning to show activity, featured the Ottawa lumber market during the closing period of April.

Conditions all around remained firm as to price, and although the volume of business done was not perhaps as large in certain lines as during a corresponding period last year, the indications for continued improvement seemed good.

The advance in the manufacturers' prices was heavier than had been expected in some circles, and opinion differed as to whether or not the manufacturers would be able to get the prices they are asking for their stocks.

Taken all around the market, with the exception of uncertainty as to export and what the attitude of mill and factory labor will be on May 1, appeared much steadier than it has been for some time. Orders showed a slight improvement and shipments picked up some.

Just what attitude will be taken by mill and factory labor on May 1st remained unannounced from the labor end. It is known to the operators, however, that common labor employed in the sawmills and the yards is organizing. The organization of the employees of wood-working plants and factories took place some time ago.

At the present time work with the woodworking factories is not heavy, and with the accepted loss of the portable house order, there does not appear to be any other big work that would take its place and give employment to as many persons.

Private Forestry Urged By Official

Henry S. Graves, of the forestry service, Department of Agriculture, Washington, is urging the importance of private forestry in the United States.

"The time has come for constructive public action that will bring about a right handling of our private timberlands," says Mr. Graves. "The practice of forestry on private timberlands is entirely possible, when coupled with a liberal policy of co-operation and assistance. Such public help should be provided and forestry be made mandatory.

"Our country is progressively destroying its forests. The exhaustion of the forests is followed by closing of industries, the steady increase of waste lands, the abandonment of farms that depended for their market on the lumber communities, and the impoverishment of many regions.

"No sections of the country can afford to have a large part of its land an unproductive waste, with the loss of taxable values, of industries and of population that would be supported if these lands were productive. No section can afford to be dependent for its supplies of wood products on another section from 1,000 to 3,000 miles away.

"Leaders of the southern pine industry say that the original supplies of pine in the south will be exhausted in ten years, and that within five to seven years more than 3,000 mills will go out of existence. Already there is an acute problem of supplies for paper mills and for other industries in the east which use specialized material. Pacific Coast timber is entering the eastern markets. This means that the price of home-grown timber has risen to a point making it possible to ship timber three thousand miles in competition with it.

"Timberland owners have not recognized an obligation to prevent their properties from becoming a source of injury to the community. Even in organized fire protection the chief effort is confined to the stands of merchantable timber.

"There should be compulsory fire protection of cut-over lands as well as standing timber. The public should prohibit destructive methods of cutting that injure the community and the public at large.

At the same time there should be recognized a public obligation not to throw the entire burden on private owners through merely restrictive measures, but liberal action to aid owners in introducing forestry should be taken. The public should provide a sane system of taxation; it should co-operate in such problems as overproduction of lumber, land classification, colonization, problems of labor, technical questions relating to methods of practice and other economic industrial and technical matters."

The Oldest Lumberman In the World



C. La Fortune, Port Dover, Ont., photographed on his 101st birthday

Colin La Fortune, who resides with his daughter, Mrs. E. L. Nicolls, at Port Dover, Ont., happily celebrated his 101st birthday on April 23rd. Mr. La Fortune, who is the oldest lumberman in the world, is still quite vigorous, and busies himself each day performing many light tasks in which he delights. He is particularly fond of gardening and poultry raising, and is very active for a man of his advanced years, being on his feet the greater part of the day. He has been a total abstainer all his life. Neither does he smoke nor chew tobacco. The members of the La Fortune family are noted for their remarkable longevity. One brother died at the age of 106, another at 103, another at 98 and one at 94.

Mr. La Fortune, who was born in 1818, one mile north of Montreal, was engaged in the business of lumbering for many years. When he first came to Port Dover on his way to the district of Port Rowan where he lived for a long time, there was but one building in the former village. He helped to clear the forests and during the winter felled many pine trees. Mr. La Fortune followed timber cutting and log driving over 65 years, and in his day was an expert with the axe and saw.

Mr. Piggott Surprised The Burglars

Walter T. Piggott, of the Walter T. Piggott Lumber Co., Windsor, Ont., recently had a rather unpleasant experience with burglars. He had been over to Detroit and was returning home rather late and dropped in the office to see that everything was all right, but matters were not exactly as he expected. When he switched on the lights he found that the place was in chaos and, realizing that burglars had been at work, he sat down to telephone for the police. While waiting for "central" to answer one of the midnight marauders, who was hiding in the office in the rear, stole up and hit Mr. Piggott on the head with a bottle. He was dazed by the blow for a short time, and prevented from sending in the alarm, while the unbidden visitors made off by way of the front door, which had been left open when Mr. Piggott entered. Previous to getting into the general office by means of a back window, the burglars visited the factory office, where they threw about a number of papers, but did not steal anything.

PROVISIONS for the Camp

WE do a tremendous lumber camp trade and are fully acquainted with the food requirements of logging camps. We shall be glad to quote you on any lines you need this year, and will submit special quotations if you will drop us a card. We can supply you with all that's best in provisions and fresh meats, and give you a service you will appreciate.

Long Clear Bacon — Sausage
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Pork — "Peerless" Shortening
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MONTREAL

Lumbermen Discuss the Outlook

Representative Members of the Industry Are Looking for Big Business in the Near Future

The April meeting of the Wholesale Lumber Dealers' Association was held on April 25, at the Albany Club, Toronto. Mr. Eckardt presided, and reported on behalf of the Transportation Committee that at a recent conference of manufacturers in regard to circular 97 of the Canadian Railway War Board, it had been decided to postpone the effective date of the regulation till June 1st. It had subsequently been learned that the War Board had practically shelved the matter and that the regulation was not likely to become effective at all.

Mr. Eckardt also reported on behalf of the Transportation Committee in connection with the desire of the railway companies to have the stop-off service charge increased from 1 cent a hundred pounds with a minimum of \$5.00 per car to 2 cents per hundred with a minimum of \$8.00 per car. He stated that Mr. C. E. Dewey of the Grand Trunk was the prime mover in this matter, and that the C.P.R. were lukewarm. The Transportation Committee had held a conference regarding the matter with the Canadian Manufacturers' Association, at which the objections were outlined, and sent to Mr. Dewey with a request for a conference. Nothing had been heard of it since.

Greetings from Buffalo Visitor

Mr. H. I. George, of Buffalo, one of the members of the Canadian General Lumber Company, who attended the meeting, was then introduced by the Chairman, and asked to favor the members with a few words. Mr. George expressed his pleasure at being present and stated that he felt, to some extent, at home in such a meeting on account of the international reputation of many of the members of the Association. Speaking of business conditions, he said that he felt they should all, as business men and as lumbermen, consider very carefully just now their mode of procedure in the conduct of their affairs. Prior to the conclusion of the war they all felt that when it was terminated we would all go through quite a period of readjustment. It seemed to him that we were experiencing that period now, but the feeling was quite general that we had passed through the most difficult part of it, and that from now on conditions would improve. He had had a talk with a prominent banker a few days previously who had said that he believed they might have to worry along for a few weeks, possibly a few months more, but they were coming, at an early date, to a period of the greatest business on this continent that had ever been known. This feeling, Mr. George said, was not very general on the other side of the line, and it looked to him as though the readjustment would be carried out in a comparatively short time. Undoubtedly the people of the United States were now finding their feet under the new conditions and he hoped that the same thing was true of the people of Canada.

From the Land of Optimists

Mr. A. E. Gordon, of Terry and Gordon, Toronto, who had recently returned from a business trip to British Columbia, was asked by the chairman to make a few remarks. He reported that he had just returned from the land of optimists and was very glad to say that they were feeling very much better out there now than they had been a few months ago. They all had a little business on hand and the prospects were much better than they had been. They had export orders for the Old Country amounting to about 70,000,000 feet and they had been able to make the price for this F. A. S. vessel at Vancouver. The people in the west, like those in the east, had been passing through very difficult and dangerous times, but he believed that these things were now rapidly adjusting themselves.

Mr. Frank W. Gordon, formerly of British Columbia, who has now come east to help in the sale of Terry and Gordon stocks in Eastern Canada, was also called upon. He reported that the more progressive manufacturers in British Columbia were looking towards Eastern Canada as a permanent market. The export market had stiffened their backs quite a lot and he thought that the day of irregular price cutting was almost a thing of the past. They were all looking forward now to good business.

Terms of Sale Discussed

Mr. Hugh A. Rose, of Mason, Gordon & Co., Montreal, introduced a discussion on the subject of terms of sale. He had been asked by his firm to bring the matter up in order to ascertain the feeling of the other members, more particularly those interested in British Columbia stocks. The question was discussed at much length, the members explaining the terms now in use and discussing the advisability of endeavoring to have them altered. It seemed to be the general feeling that while some changes were desirable it might not be the part of wisdom to endeavor to have them introduced. No action was taken in the matter.

Mr. A. E. Eckardt reported a case in which he had a car of lumber re-weighed, resulting in a very large reduction in the net weight. He stated that he had learned recently from Mr. Walsh of the C. M. A., that it was the intention of the railway companies to have the matter of weights brought up in a general way at an early date, in order to have the allowance for stake dunnage, etc., taken out of the tariff.

A discussion followed regarding the possibility of securing advance notice of proposed tariff changes, and copies of current tariffs when introduced. Messrs. Hugh A. Rose, A. E. Gordon and Halliday were appointed a committee to consider this matter.

Mr. W. E. Bigwood reported that he had reliable information to the effect that the Railway Bill, now before the House of Commons, would provide for placing the National Railways under the jurisdiction of the Dominion Board of Railway Commissioners.

Mr. Booth Still Busy at Ninety-Two

Ninety-two years of age and still in working harness and displaying a particularly keen interest toward business, describes John R. Booth, "Canada's Lumber King," who celebrated his ninety second birthday at Ottawa last month.

The celebration of the passing of another milestone of the millionaire lumberman was somewhat quieter on this occasion than usual as Mr. Booth's daughter, formerly Mrs. J. A. Seybold, has died during the year. A beautiful basket containing ninety-two roses was the birthday gift of the employees of the Booth plant to their employer.



J. R. Booth, Ottawa, Ont.

As has been customary for years Mr. John R. Booth did not quit work or take a "holiday" on his birthday. He was at the big Chaudiere mills during the morning and afternoon and spent the evening quietly in his home on Metcalf street, Ottawa. During the day hundreds of congratulatory telegrams and messages from lumbermen, pulp and paper manufacturers, business men and personal friends were received. Next day the "Lumber King" went back to work again, as though it was a conscientious obligation on his part to earn the \$40,000 a year salary that he draws.

April 5th marked the sixty second year of Mr. Booth's activities in the direction of his mannot plants at the Chaudiere. His close attention to the supervision of his enterprises is one of his outstanding characteristics. Day in and day out he is ever doing something toward the operation of his vast pulp and paper, timber and lumber activities.

A charter has been granted to the St. Lawrence Investment Co., Ltd., with a capital stock of \$99,900, and head office in Montreal. Wide powers are conferred upon the company, among them being the right to buy and sell timber licenses, water powers, water rights; to build dwelling houses and business blocks; to carry on business as lumbermen; to manufacture and deal in timber and lumber of all kinds; to build and operate booms, etc.

The National Wholesale Lumber Dealers' Association have sent out in pamphlet form a copy of the address delivered at the annual convention of the association held in Philadelphia on March 20th, by Hon. Hugh Guthrie of Guelph, Ont., solicitor general of the Dominion of Canada. The subject was "International Friendship."



All "Reliance" Chains are provided with a wide-wearing shoe on one side of the link.



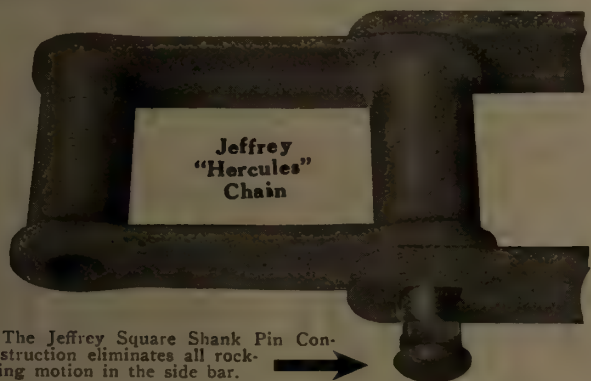
Note also the double-keyed pin head to prevent the pin from turning.



F-4 (B. & F.)

"Reliance" Chain

With F-4 (or B. & F.) Attachments; the best thing for Saw Dust and Light Refuse Conveyers. Used also for Lumber Conveyers.



Jeffrey
"Hercules"
Chain

The Jeffrey Square Shank Pin Construction eliminates all rocking motion in the side bar.



Jeffrey Square Shank Pin Construction

The hard smooth steel pins with the square shanks fit into perfectly square holes. The bearing surface is the full width of the pin. We are the originators of this type of chain and have been building and improving it for 25 years.



F-2 Attachment

Jeffrey Detachable Chain

The type most generally used for Chain Drives. With F-2 Attachments to carry flights, Detachable Chains make good saw dust Conveyers.



"Reliance" Malleable Drag Chain

FOR SAW DUST AND REFUSE
CONVEYERS

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**For Conveyer Service in Handling
Logs, Lumber, Mill Refuse, Slabs,
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Not just chains, but chains that combine all the qualities and features demanded where greatest production or capacity is to be obtained.

Our 36 years of Chain building experience and knowledge of the Lumber Industry's needs makes the recommendations of Jeffrey Engineers valuable to you.

We ask the opportunity to prove our claims to you. Write for Catalog.

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MONTREAL



S-1 1/2
Long Spur

K-5 Attachment



Long Link Coil Chain

For Log Hauls with S-1 1/2 Spurs
For Heavy or Light Refuse and Slab Conveyers, use U Bolt or K-5 Attachments to carry flights or scrapers.

Personal Paragraphs of Interest

E. S. Ball of Bartram & Ball, Montreal, has been on a business visit to several points in New York state.

B. W. Arnold, of Albany, N. Y., president of the Spanish Mills Co., was in Toronto lately on business.

W. J. Smith, wholesale lumber dealer, of Weston, Ont., who recently returned from the South, is very ill.

John W. Floyd, lumberman of Philadelphia, Pa., was in Toronto recently calling upon the members of the trade.

Major Charles E. Read, of Ottawa, officer in charge of the forestry branch Canadian Forestry Corps, France, has returned to Canada.

R. A. Laidlaw, of the R. Laidlaw Lumber Co., Toronto, has returned home after spending several weeks in Virginia on a holiday.

Thomas Phillips, of Timms, Phillips & Co., Vancouver, B. C., was in Toronto recently on his way east to Boston and called upon a number of friends in the trade.

Samuel R. Rogers died recently in St. Mary's hospital, New Westminster, B. C. He was 74 years of age, and a native of Ontario. He was identified with the timber trade for a great many years.

A. E. Gordon, of Terry & Gordon, Toronto, who has been spending several weeks among the mills in British Columbia, returned home recently and reports that the outlook in the west is promising.

E. M. Barrett has been elected to represent the lumber interests on the executive committee of the branch of the Association of Canadian Building and Construction Industries recently formed in Ottawa.

Sir James Ball, the British Timber Controller, is visiting Canada via the U. S. in connection with the government purchases of lumber for the United Kingdom.

W. J. Bell, of Sudbury, Ont., vice-president and general manager of the Spanish Mills Co., who has been spending the past seven weeks in California, has returned home.

H. C. Campbell, formerly lumber purchasing agent for the Canadian Car & Foundry Company, Montreal, is now associated with C. H. Russell, wholesale lumber, McGill Building, Montreal.

Mr. and Mrs. Jos. Oliver, Toronto, sailed recently for England, accompanied by Miss Oliver and Miss Lillian Oliver, the latter of whom will be married to Capt. Fred Hipwell, of Witley camp.

H. Fonger, who was formerly in the retail lumber business at Niagara Falls, Ont., returned recently from three years' service overseas, and has joined the selling staff of James G. Cane & Co., Toronto.

J. P. Johnson, of J. P. Johnson & Son, Toronto, who underwent an operation in the hospital, is able to be at his office again after an absence of three weeks, and is feeling much better than he has for a long time.

T. M. Lewis, late of Toronto, who was recently appointed British Columbia representative of the Fesserton Timber Co., of Toronto, has arrived in Vancouver and opened an office for the firm at 814 Dominion Bank Building.

C. O. Maus, of the Hyde Lumber Co., South Bend, Indiana, spent a few days in Toronto recently on business. He reports that there is a great building and industrial boom at South Bend and that business is very active.

Dr. J. S. Bates, superintendent of the Forest Products Laboratories of Canada, Montreal, has resigned and has accepted a position as chemical engineer with Price Bros. & Co., Ltd., Kenogami, P. Q. Dr. Bates left Montreal on April 11th.

R. W. Hovey, in charge of the pulp and paper division of the Forest Products Laboratories of Canada, Montreal, has joined the staff of the Abitibi Pulp & Paper Co., Iroquois Falls, Ont. He will be engaged in technical work on pulp and paper.

Miss Florence Muriel, eldest daughter of G. J. Staton, of Dobell, Beckett & Co., lumber exporters, Quebec, was married on April 26th to Harry A. Fyffe, son of Mr. J. W. Fyffe, of Qu'Appelle, Sask. Owing to recent bereavement in the bride's family, the event was a very quiet one.

Josiah Hallett, one of the best known residents of York county, N. B., died recently at Millville, after a week's illness from pneumonia. He was 62 years of age, and is survived by a widow, four sons and five daughters. He carried on lumber operations for a number of years, and last winter cut 2,000,000 feet for the Nashwaak Pulp & Paper Co., of St. John. In other winters he had cut as high as 6,000,000 feet.

Alex Gordon, who for the past few years has been a valued member of the staff of Mickle, Dymont & Son, Toronto, has taken a position on the selling force of Edward Clark & Sons, Toronto, and will cover Ontario and part of Quebec, while A. E. Clark will devote more of his attention to the East and the United States. Mr. Gordon is well and favorably known to the trade.

Thomas Newburn, one of the pioneers of Parry Sound, Ont., died recently, aged 88 years. He is survived by his wife, three sons and

three daughters. In 1872 Mr. and Mrs. Newburn and family moved to Parry Sound, which was then a little hamlet with one sawmill and one store. He had been a faithful employee of the Parry Sound Lumber Company, the M. & N. S. L. Co., and later of the Conger Lumber Company, until advancing age compelled his retirement. He had been an Oddfellow about half a century or more.

Andrew J. Todd has entered upon his new duties as manager of the Welfare, Housing and Educational Work of the Riordon Pulp and Paper Co., Montreal, in connection with their plants at Hawkesbury, Merritton and Kipawa. Mr. Todd was until recently superintendent of the Labor Information and Welfare Department of the Canadian Consolidated Rubber Co., Montreal.

J. D. Gilmore, chief forester and woods superintendent for the Anglo-Newfoundland Development Co., of Grand Falls, Nfld., was in Fredericton, N. B., recently. This company is one of the largest, having an annual cut of 80 million feet of pulpwood. Mr. Gilmore was en route home, after a month's business trip to the United States. During his stay in Fredericton he was the guest of Mr. and Mrs. G. H. Prince.

John Marr, sr., a well-known resident of West Toronto, passed away recently in his 78th year. He was born in Aberdeenshire, Scotland, and came to Canada in 1841, settling for some time in Uxbridge township. He was engaged in the lumbering business for a number of years, and since coming to Toronto 40 years ago, followed the business of builder and contractor. He is survived by his wife, three sons, and one daughter.

Gunner Hugh McLean, son of Angus McLean, president of the Bathurst Lumber Co., Bathurst, N. B., who enlisted with the Twelfth Canadian Siege Battery in September 1917, and trained in England during the early parts of 1918, when he landed in France and was in the fighting until the armistice was signed, is expected home during the present month. Gunner McLean went through the severe engagements at Cambria where the Canadians suffered such heavy losses, and had just reached Mons when peace was declared.

Captain W. Roberts Crow, who represents Spencer Lock & Co., timber agent, London, Eng., was in Toronto recently on business. Captain Crow left the firm of his father, R. Crow & Son, who have been in operation for many years, at the outbreak of the war and for some time was assistant timber controller for the British government. He spent two years in France as a member of the Army Service Corps and reports that the prospects for the development of a large business in the export line to Great Britain and Europe are very bright and his firm are looking forward to making Canadian stocks more widely known abroad. Captain Crow was on his way east from British Columbia where he had spent some time and reports that the scarcity of ocean tonnage is the one great barrier in the rapid expansion of the export line at present. Previous to his departure he completed arrangements for a large order of B. C. forest products with Terry & Gordon for whom Spencer Lock & Co. are the British export agents.

Aerial Forest Patrol Starts in June

The St. Maurice River Forestry Protection Association has completed arrangements for guarding the forests of the members of the association by means of aeroplanes.

Through the medium of Hon. C. C. Ballantyne, Minister of Marine and Fisheries, the St. Maurice Forestry Protective Association, which has been working in close harmony with Quebec Provincial Government for forest protection for many years past, has made an arrangement whereby there will be two seaplanes start on the task of their forests by June 1st.

The two machines will be turned over by the minister in a few days, and will fly from Halifax to Three Rivers at that time. By June 1st they will be ready for their patrol work. Stewart Grant, who has been with the British navy for two or three years and has the Navy Cross for sinking a submarine, will be in charge of the operations of the seaplanes. He is a Montreal boy. The general technical direction of the aeroplanes will be under Major MacLaurin, Royal Canadian Air Force.

The St. Maurice River Forest Protective Association has the second largest forest area to protect, that of the Upper Ottawa being the largest in the province. The St. Maurice reserves total 15,000 square miles of forest area.

Hon. F. B. Carvell, Minister of Public Works, stated that he recognized the importance of the project and promised that the question would be submitted to the cabinet as a whole and given the most careful consideration. He, however, pointed out that there were many requisitions from different municipalities for public works of one kind and another and, in view of the heavy war expenditures which had to be met, it was manifestly impossible to proceed with every proposition presented. He merely emphasized this in illustrating some of the financial problems laid before the Government.

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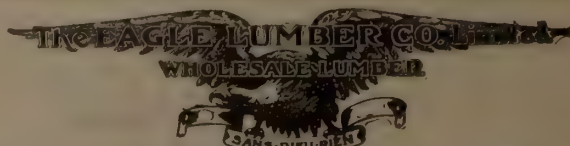
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500,000 ft. 3 x 4, 5, 6, 7, 8, 9, 10, 11 in. ... 10/16 ft.
200,000 ft. 3 x 6, 7, 8, 9, 10, 11, 12 in. ... 17/26 ft.
SPRUCE (Mill Cull)
800,000 ft. 1, 2, 2½, and 3 in.
WHITE PINE (Mill Run)
1,200,000 ft. 1, 1½, 1¾, 2 and 3 in.
HEMLOCK (Merchantable and Mill Cull)
500,000 ft. 1, 2 and 3 in.
BASSWOOD (Mill Run)
200,000 ft. 1, 1½, 1¾, and 2 in.
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Ontario

The planing mill owned by George Venator, Hamilton, Ont., recently sustained a small loss by fire.

The name of M. L. Stearns & Son, Limited, has been changed to the National Lumber Co., Limited.

S. Bryant is erecting a sawmill at Norland, Ont. It is expected the mill will be in operation in a few weeks.

W. H. Heath & Sons, of Wallaceburg, Ont., are contemplating rebuilding their planing mill and saw mill which was destroyed by fire recently.

George Rathbone, Ltd., 10 Northcote avenue, are erecting an addition to their woodworking factory. The extension is of brick, two stories high, 50 x 55 feet.

A. M. Shaver, of Ancaster, whose sawmill was recently destroyed by fire, has purchased another mill and will carry on operations during the coming season.

E. J. O'Reilly, whose planing mill is located at Killaloe Station, Ont., recently suffered loss by fire. The loss was covered by insurance. Mr. O'Reilly will rebuild.

Recent returns show that Toronto's building programme at present represents one-third of that for the whole of Canada. Permits in Toronto for the month of March represented a total cost of \$1,500,000, as compared with \$3,014,000 for the remainder of the Dominion.

The Blue Mountain Lumber Co., Limited, recently granted a charter, will not erect a mill this coming fall as originally intended, as they have sold the season's stock in the log. When they put up a plant it will be at Seguin Falls, Ont., and the cutting capacity will be about 15,000 feet per day.

Seamen, Kent Co., who are manufacturers of hardwood flooring, and recently removed their head office and sales department from Meaford to Toronto, intend installing a manufacturing plant in Toronto for the turning out of oak flooring for which the demand is rapidly increasing.

The Fesserton Timber Co., of Toronto, purchased a large consignment of the 1918 fall cut of Manley Chew of Midland, consisting of about four million feet of white pine, mill run and better. The Fesserton Timber Co. have also leased the mill at Monteith, Ont., which has been operated by the Monteith Pulp and Timber Co.

The officials of the Spruce Pulp & Paper Co. recently paid a visit to Kapuskasing, Ont., where they intend to erect a 200-ton pulp and paper mill. It is planned to begin construction work at an early date. Among those in the party were S. A. Mundy, of Bradford, Pa., president of the company, and E. Stewart, of Toronto, vice-president of the organization.

A charter has been granted to the Mageau Lumber Co., Limited, with head offices in Field, Ont., and a capital stock of \$250,000 to carry on general lumbering and mercantile operations and to conduct the business of pulp manufacturers in all its branches. Among the incorporators of the organization are Zotique Mageau, M.L.A., of Sturgeon Falls; Joseph U. Lamarre; Domintat Thibert and Hector O. Tremblay, of Field township, District of Nipissing.

The Lake Superior Corporation of Sault Ste. Marie, Ont., are offering for sale 680,000 acres of pulp lands in Algoma, and negotiations are at present under way for the purchase. These pulp lands are located partly north of Sault Ste. Marie and partly east of Michipicoten Harbor on Lake Superior. According to the regulations issued some years ago by the Ontario government, the spruce cannot be cut from these lands and exported without being first converted into pulp or paper.

A charter has been granted to the Canadian Farmers Company, Limited, with head office in Comber, Ont. The capital stock is forty thousand dollars and among the powers conferred on the company are to deal in all kinds of building materials, lumber, shingles, roofing, cement, etc. Another similar organization is the Ramsay Farmers Cooperative Club, Limited, with head offices at Almonte. The club is granted a charter without share capital and is possessed of wide powers, including buying, selling and dealing in lumber and fencing.

A charter has been granted to the Thompson and Heyland Lumber Co., Ltd., with a capital stock of \$40,000 and head offices in Toronto. Extensive powers are conferred upon the new organization such as erecting buildings and dealing in building material, acquiring lands, mines, minerals, etc., and to manufacture pulp and paper; and to carry on business as a manufacturer of and dealer in logs, timber, pulp, wood, lumber, shingles, etc. The members of the company are James Thompson, M.L.A., of Havelock and Toronto, and E. R. Heyland, of Toronto.

Eastern Canada

Fire recently destroyed the sawmill and residence of Mr. Normand at Fort Coulogne, Que. There was no insurance on the property.

The Quebec Provincial government has been carrying on negotiations with the Ottawa authorities with a view to leasing two seaplanes for the patrol of timber limits against forest fires.

The steamer War Chilkat arrived at Halifax on April 24th from Vancouver with a cargo of deals for London, Eng., via the Panama Canal, having sailed from Vancouver on January 30th.

A charter has been granted to J. H. Leboeuf, Limitee, with headquarters in Montreal, and a capital stock of \$20,000, to carry on a general lumber business and to manufacture wooden articles.

The Laurentide and Riordon Paper Companies have co-operated in buying 1,500,000 spruce trees to plant the coming spring, in addition to those from their nurseries. Each will plant about a million trees.

The lumber industry of New Brunswick is to be brought under the provision of the Workmen's Compensation Act. This announcement was made recently in the provincial legislature by Premier Foster.

The plant of the Nashwaak Pulp & Paper Co., Ltd., St. John, N. B., manufacturers of bleached sulphite pulp, has resumed after a shut-down for some time. The various departments have been thoroughly overhauled and put in splendid shape.

Reports from the Hillsboro district in New Brunswick show that the crews have all come out of the woods, and that the lumber cut in Albert county this season will be about 40,000,000 feet. This is not as large, probably, as the cut some years ago. Most of the timber will be sawed by portable mills, and prob-

ably a score are at work in different parts of the country. It is stated that some 30,000,000 feet out of the 40,000,000 in Albert county will be converted into lumber by the portable mills.

The plant of the Laurentide Co., at Grand Mere, Que., is running at full capacity in all departments, and the company is looking forward to a very busy season.

The Victoria mills at Fredericton, N. B., have started operations for the season. The mills which are owned by Frasers, Ltd., have the largest supply of logs on record, and expect that the season's cut will be about 15,000,000 feet.

The Canadian Barking Drum Co., Ltd., with a capital stock of \$25,000, and headquarters in Montreal, has been granted a charter to introduce, promote and extend processes, appliances and machinery relating to the pulp and paper industry.

June 24th and 25th is the date fixed for the summer meeting of the Woodlands section of the Canadian Pulp & Paper Association which will be held at Berthier, P. Q. Special trains will run from Montreal and Quebec on those days, it being expected that there will be a very large gathering of members.

The Canadian Trade Corp., Ltd., Montreal, with an authorized capital of \$100,000, has been organized for the purpose of carrying on a general trading, importing and exporting business, and has opened a branch office in London. C. C. Gardner, formerly of the Canadian Bank of Commerce, is at the head of the enterprise.

La Compagnie de Phonographes Casavant, Limitee, have been granted a charter with a capital stock of \$75,000 and headquarters in St. Hyacinthe. The company is empowered to manufacture phonographs, pianos and other musical instruments, and to deal in lumber and all kinds of woods, as well as to acquire timber limits.

The second Mapleland built by the Annapolis Shipping Co. was recently launched at Annapolis Royal, N.S. She is a tern schooner 173 feet keel, 35 feet beam and 13 feet depth of hold. Her gross tonnage is 629.44 and her net register 566.20. The keel for another vessel has been laid in the yard of the Annapolis Shipping Co.

Fire destroyed the sawmill owned by B. J. Thibodeau of Boiestown at Avery's Portage, N. B., recently. The mill was only completed last spring. The loss was about \$15,000; partially covered by insurance. Mr. Thibodeau had refused an offer for the sale of the mill about a week before the fire, and will start to rebuild at once.

O. Chalifour, Inc., dealers in lumber, Quebec, have obtained a charter. The capital stock is \$150,000. The organization is authorized to carry on a general lumber business either as manufacturer, maker, purchaser, seller or as importer or exporter of lumber of all kinds, cordwood, pulpwood, etc. The incorporators are J. O. Chalifour, J. G. Chalifour and J. E. Berube.

The pulp mill of the Bathurst Lumber Co., of Bathurst, N. B., has resumed operations after being closed down for some time. Fourteen additional dryers have been installed on the sulphite machine which will increase the tonnage, while a new fuel economizer has been completed. The mill is now in good shape for starting up, and it is hoped that the condition of the pulp market will shortly improve.

The annual meeting of the St. John River Log Driving Company was held in St. John recently, J. Fraser Gregory, of Murray & Gregory Limited, St. John, presiding. The former board of directors was re-elected for the coming year. Reports received at the meetings indicated that about 35,000,000 feet of lumber would pass through the company's booms during 1919. This would be about 10,000,000 feet less than last year.

The Anderson Co. of Canada, Montreal, have closed a contract for the purchase of 60 trawlers and 89 wooden drifters from the British government. The company have also under construction at present 66 wooden vessels, including a French contract for 50 ships. Of these ships there are 31 building in Eastern Canada, and 35 on the Pacific Coast. The average tonnage is 1,500 tons. Fraser, Brace & Co., of Montreal, have eight of these ships under construction.

At a meeting held on April 23rd in Montreal, it was decided to form the Mill Works Manufacturers' Association, thirty-two members having promised to join. It is intended later to embrace the entire province, although for the moment the association is confined to Montreal. The main object is to protect the interests of the members. The constitution will be so framed as to include every class of manufacturer doing mill work. At the next meeting the officers will be elected.

The Morrell Pulp and Paper Company, Limited, has been incorporated with a capital stock of \$19,500, with headquarters at Montreal. It has been empowered to acquire timber and timber limits, to purchase, lease and exchange houses, stores, warehouses, and building generally; also to manufacture and deal in paper, pulp, pulpwood, timber, and all other kinds of raw material or manufactured paper products. The incorporators are John Morrell, W. G. Rohrer, Wm. Couper, John D. Tennant and Henry C. Couper, all of Montreal.

The new Kipawa plant of the Riordon Pulp & Paper Co., of Montreal, being erected at Temiskaming, Que., is making splendid progress. It is expected that the mill will be equipped and in operation by the end of the present year, and will have an output of 180 tons daily. The Riordon company are rapidly converting their output from unbleached sulphite into bleached, and some 80 tons a day are now being bleached at Hawkesbury. By the end of 1919, 120 tons will be bleached, and only about 40 will be turned out unbleached. The company anticipate a large export trade between the United States and Canada just as soon as market conditions revive and ocean tonnage is available.

Stanley Douglass, of Stanley, N. B., whose sawmill was destroyed by fire last August, has erected a new mill at Stanley and will cut about three million feet of hemlock and spruce logs during the coming season. The mill, which Mr. Douglass was operating at Napadogan on the Transcontinental line, he sold some time ago to the Naskwaak Pulp and Paper Co. of St. John. In addition to the three million feet of logs cut last winter for his mill at Stanley, Mr. Douglass cut two million feet for the Nashwaak Pulp and Paper Co. on their own limits and also sold to the York and Sudbury Milling Co. at South Devon another million feet. He has made an agreement with the owners of the York and Sunbury Mills to take over their plant at the end of the sawing season and expects to operate that mill as well as the one at Stanley next year. Mr. Douglass has been in the lumbering and milling business for over twenty years and thinks it is the most interesting work in the world.

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Budget of Briefs from Western Canada

C. E. Hope is considering the advisability of erecting a pulp mill in Fernie, B. C. The proposition has been talked over with the Board of Trade.

Provincial charters have been granted to the Bluebird Lumber Co., Ltd., and the Empire Shingle Co., Ltd., both of which are British Columbia concerns.

N. T. MacMillen recently told the Winnipeg Board of Trade that 10,000 new houses are required in that city to accommodate returned soldiers and increased population. When such a large construction is carried through, it will mean a heavy demand for B. C. lumber.

The two 1,500-ton wooden steamers, Frontenac and Victoria, built for the French government by the New Westminster Construction and Engineering Company, and now outfitting at the company's assembling plant, are expected to be ready for sea about the beginning of May.

The West Coast Towing & Salvage Co., Ltd., has been granted a charter with head offices in Vancouver, and a capital stock of \$250,000, to engage in the business of transportation by water or land, and to build and operate ships and other vessels, and also to carry on the business of lumbermen and saw mill men, re-foresting lands, etc.

Although the ocean export lumber shipments from Vancouver have not actually reached the amount shipped by this time last year the outlook is that the total for 1919 will exceed the 53,000,000 feet of 1918. The present difficulty is in obtaining tonnage. Many ship-owners do not want to take lumber unless nothing else offers. So far there has been general cargo sufficient to fill the available tonnage though it is believed that shortly there will be a large increase in lumber shipments. There are big quantities offered shipping agents already and as soon as tonnage is available the movement will commence.

It is understood that London, Eng., capitalists are considering the construction of a large aeroplane factory in Vancouver. This was the statement recently made by H. J. Robertson, of the Aeron-

autical Inspection Department, London, who pointed out that great forests of spruce trees were available, and should be used to build an aeroplane industry. Mr. Robertson believes that aircraft will some day be used for fire patrol, timber cruising, mail service, prospecting, mining, fishing and survey parties.

The saw mill and shingle mill at the Beaver River Lumber Co., at Langley Prairie, B.C., were burned to the ground recently. The loss is estimated at \$75,000 and is partly covered by insurance. The cause of the fire is said to have been that the cedar sparks from an open burner had been blown by a strong East wind among the shavings and saw dust kept to feed the engine fires. The planing mill and lumber yard were saved. The fire destroyed the steam pipe thus putting the pump out of action so that the saw mill had no protection. The company will rebuild.

The two, 1,500-ton wooden steamships, the Frontenac and the Victoria, which have been built by the New Westminster Construction & Engineering Co., for the French Government, will be ready for sea about the middle of this month. Work is now proceeding with the three remaining vessels of the contract. The next hull to be launched has been named the La Salle. No further work has been done on the three, 2,800-ton vessels ordered by the Belgium Government, the keels of which were laid. The contract has been cancelled since the signing of the armistice.

Hon. T. D. Pattullo, Minister of Lands for British Columbia, has under consideration a plan which may add an aerial patrol service to the Forest Protection Branch of the Land Department. The British Columbia Forest Protection Committee held its regular quarterly meeting recently for the purpose of discussing matters relating to the safeguarding of the timber wealth of the province, and some discussion took place on the possibilities of utilizing by co-operation the newly formed Aerial League airplanes for fire protection. An announcement of interest may be made in the near future.

Major D. D. Young, Croix de Guerre with star, and Major James Brechin have been appointed by the Government to positions as British Columbia lumber market commissioners associated with the trade extension department of the forest branch. It will be the duty of these two officials to cultivate the prairie and Eastern Canadian markets and generally to conduct an aggressive campaign for British Columbia's forest products. It is expected that one of the appointees will make his head-quarters at a point on the prairies and



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MONTREAL

the other in Ontario. In connection with the trade extension work now to be undertaken on a much broader basis, the need for publicity and advertising has been appreciated and to attend to that branch of the business, William Turnbull, who for the past two years has been secretary to the minister of lands, has been appointed. Major Young and Major Brechin are practical men in the lumber business and both have service in France to their credit.

What is undoubtedly the most gigantic lumber enterprise ever conceived is about to be launched by a syndicate headed by Percy M. Furber, president of the Mexican Oil Fields Company of New York, and John Arbuthnot, financier, well known in Victoria, B.C. This syndicate will be known as the Furber Lumber Company. Orders have already been placed with the syndicate by British interests to deliver 30,000,000 feet of lumber which, in the event of a satisfactory agreement being reached on purchase price with the saw mills and lumber manufacturers will be supplied by British Columbia mills. Mr. Arbuthnot states further contracts are pending from European interests, for lumber that will run into billions of feet.

The Beaver Cove Lumber and Pulp Co. at Vancouver, expect their new pulp mill and saw mill at Beaver Cove, B.C., to be in operation the latter part of June. The saw mill will have a capacity of 125 M feet in 10 hours, while the pulp mill will turn out 40 tons of sulphate or kraft pulp. The company expect that their market for pulp will be divided between the United States and the Orient, and they also hope to ship some of their output to Australia and New Zealand. The Beaver Cove Lumber and Pulp Co. have over 500,000,000 feet of timber, consisting mostly of hemlock and larch, which will be used entirely for pulp, the larch making practically as good pulp as the hemlock or spruce. The company's saw mill equipment consists of a 60-inch circular saw, heavy Pacific coast type edger, trimmer and slasher, all of which are electrically driven. At the present time there is being installed only the small side of the mill and when the capacity of the pulp plant is increased, the larger side will be installed. The lumber cut for export will be Douglas Fir. The erection of a six-machine shingle mill is under contemplation.

Major Austin C. Taylor, director of the department of aeronautical supplies of the Imperial Munitions Board, has confirmed the report from Victoria that the Thurston Harbor, Queen Charlotte

Islands, headquarters of the Imperial Munitions Board, has been presented to the Provincial Government and is to be turned over upon completion of the board's work at Thurston Harbor. The headquarters camp consists of wharf, store and office buildings, hospital building, wireless station, etc. Major Taylor also stated the information obtained by the Munition Board's timber cruisers is being presented to the forestry department of the Provincial Government. This valuable information has been compiled from reports covering 565 square miles of timber cruised in detail. In all there was cruised in a preliminary, partial and detailed manner approximately 6,000 square miles. The resultant information has been carefully classified and mapped, comprising the only existing extensive survey of the "occurrence and distribution of Sitka spruce in British Columbia." It is believed these records will be a valuable addition to the forestry department's archives.

A recent despatch from Chicago says: Roger E. Simmons, who was sent to Russia in 1917 as a member of a United States government commission to study the lumber situation in the war-devastated countries and who was taken prisoner by the Bolshevik Government and at one time sentenced to be shot, told the legislative commission investigating high prices of building material that the world was facing a lumber famine. Prices of lumber, he said, were certain to rise in the next few years because of the unprecedented demand which would come from the reconstruction of the war-stricken regions of Europe. The major portion of this lumber, he said, would have to be supplied by the United States and Canada. Canada already has received an order from the British Government for one billion feet of lumber, while this country has received orders for one million feet of oak by England and twelve shiploads of lumber for Italy. Mr. Simmons, who spent eighteen months abroad studying the subject, said Russia, which before the war exported 52 per cent. of the world's lumber supply, would not be in a position to cut lumber until five years after the government had been stabilized and order restored. Austria and other countries which exported before the war, are in a similar position, he said, so that the present burden in supplying this commodity would have to be borne by this country and Canada. When he left Russia last December, all the 1500 sawmills in the country were abandoned. The workmen had stripped the plants of machinery and sold it to the Germans for money with which to buy food.

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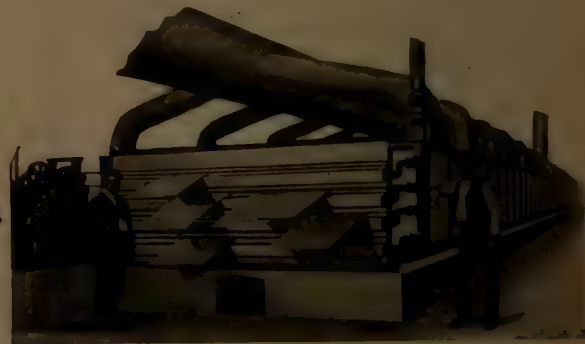
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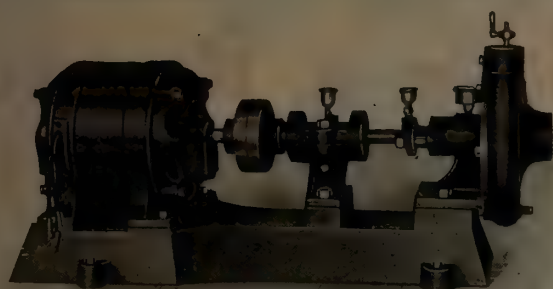
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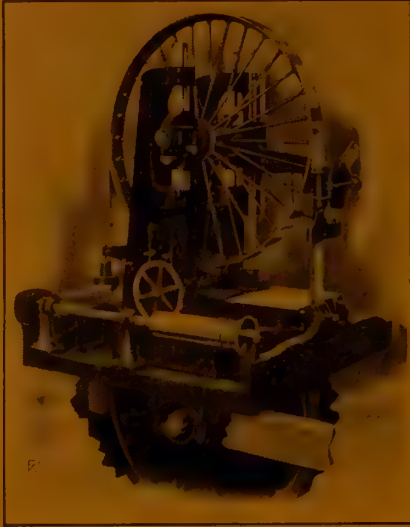
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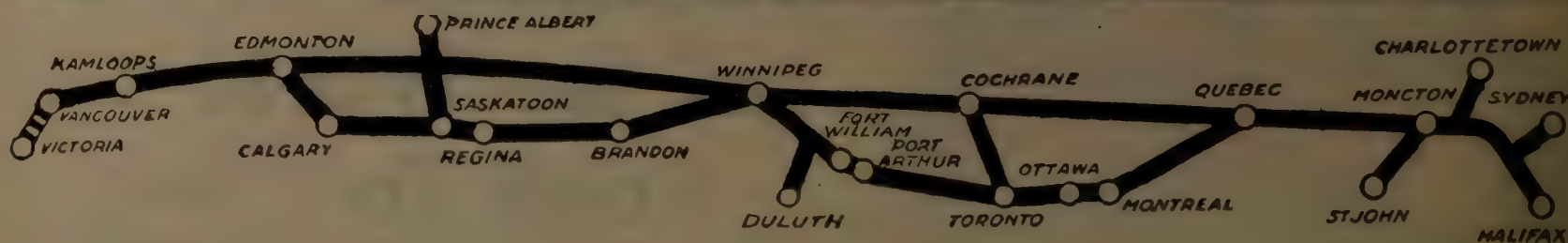
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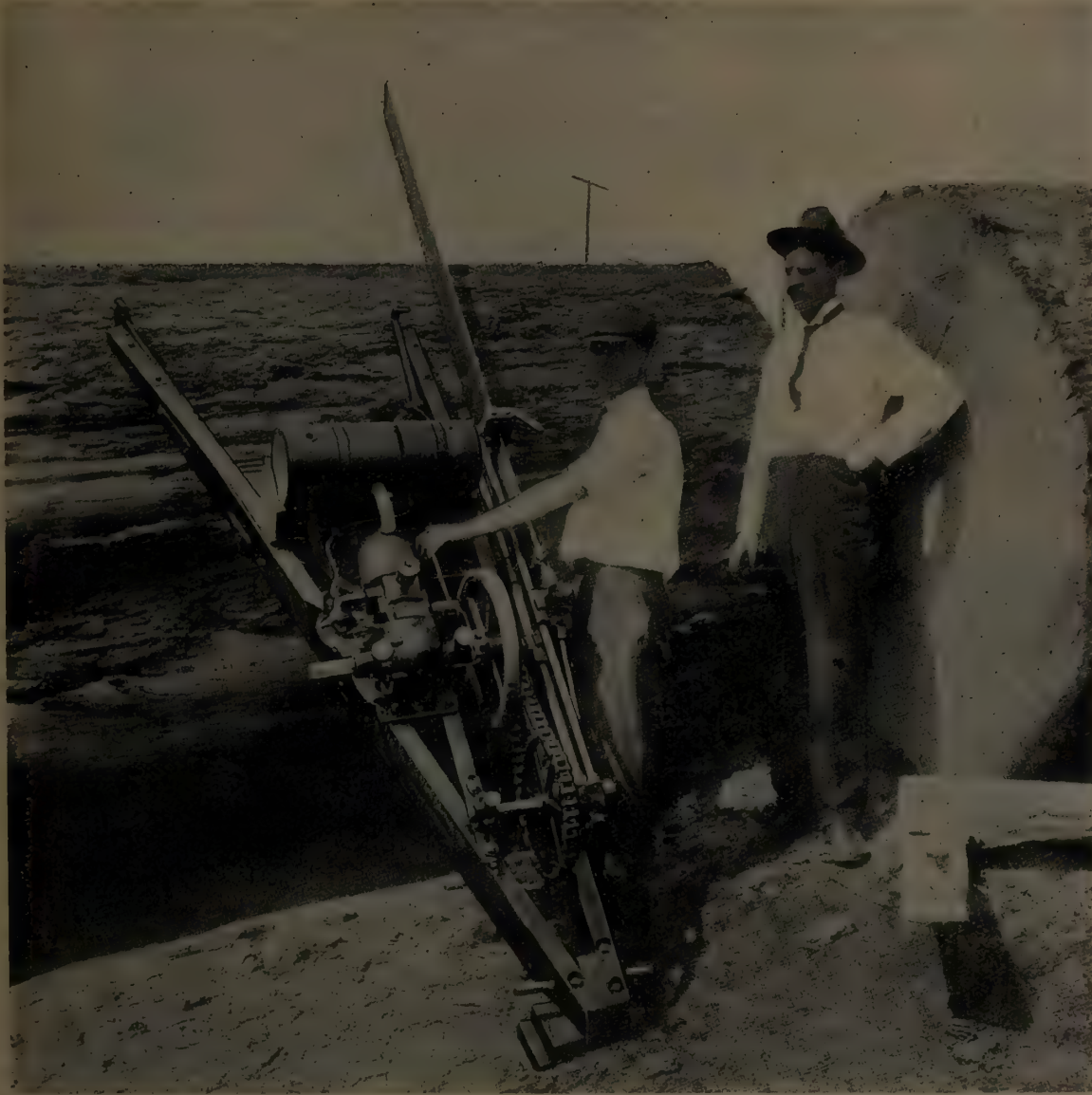
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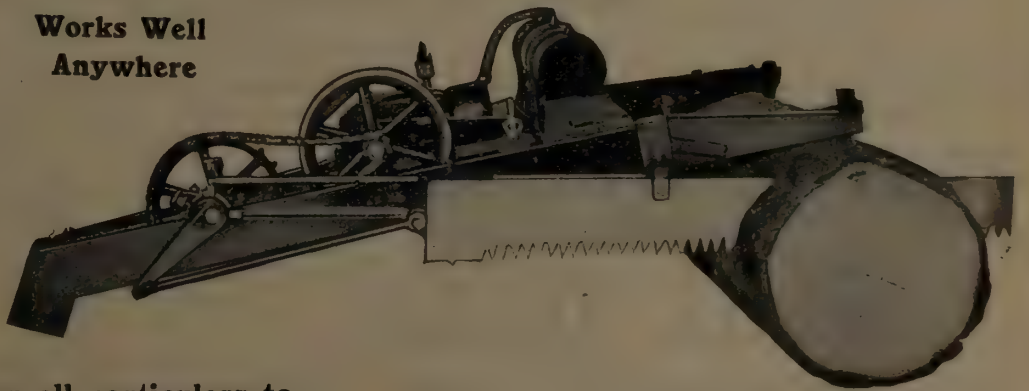
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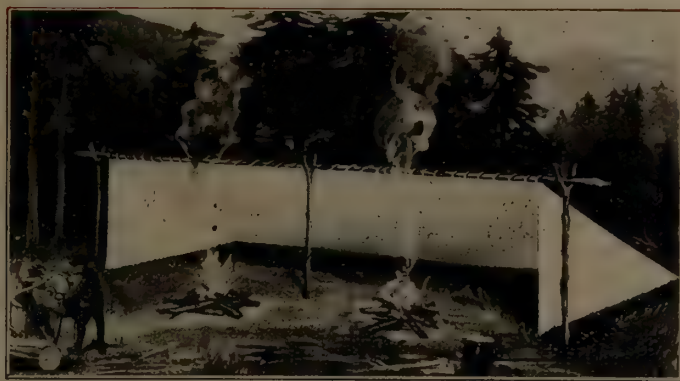
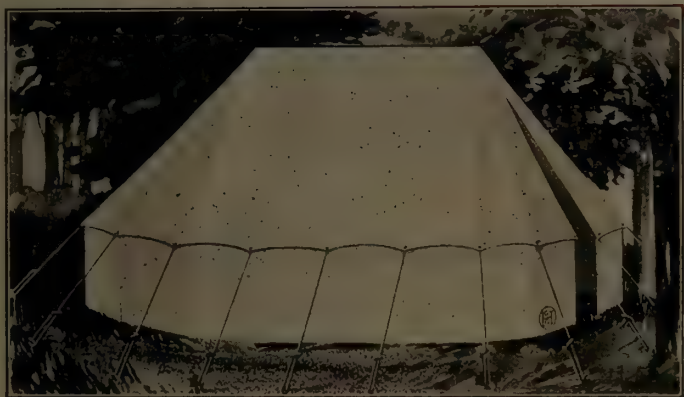
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REPELLANT Brand Duck is the best known and most called for duck sold on the continent to-day. Repellant Brand Duck has passed the rigid tests of both the Canadian and United States Army Departments.

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of Double and Twisted Yarns. Guaranteed free from sizing.

Watertight Duck Tents

Absolutely weather and mildew proof.

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The Carriage You Are Looking For

Our No. 1 Size

CARRIAGE—Has three head blocks, as shown in cut, usually set 9 and 6 feet apart, will be placed any distance apart to suit purchaser. Knees open 38 in. from saw, and is fitted with Knight or Peel dogs, as desired. Taper movement on each knee. 1 15-16 in. steel set bar with steel pinions and coil spring receder, and friction lever brake for stopping knees where required. Timbers are 5 x 6 in., or heavier if desired, well bolted and braced. Diameter of truck wheel, 12 in. Axles 1 3/4 in. diameter, and extend clear across carriage, are furnished with self-oiling bearings. Front block is fitted with timber rule, placed as desired; 54 feet of V and flat track furnished with each carriage.

SET WORKS—As shown in cut, is made up of ratchet wheel 12 in. diameter, 4 in. face, with set lever carrying 7 steel pawls of varying lengths; also, same number of check pawls set in quadrant. Both sets of pawls are disengaged from either side of carriage when required to recede knees. This is a positive set, without lost motion.

FEED WORKS—As shown in cut, consists of 16 x 12 in. drum, with spur gear keyed to shaft. Pinion or friction shaft in saw frame engages with this gear. Cable takes two or three turns around drum, and is passed around end sheaves and attached to carriage. We also furnish 26 in. drum with internal gear in place of 16 in. drum when desired.



*For Shingle, Lath and Portable Saw Mill Machinery
write the well known manufacturers*

The G. Walter Green Co., Limited

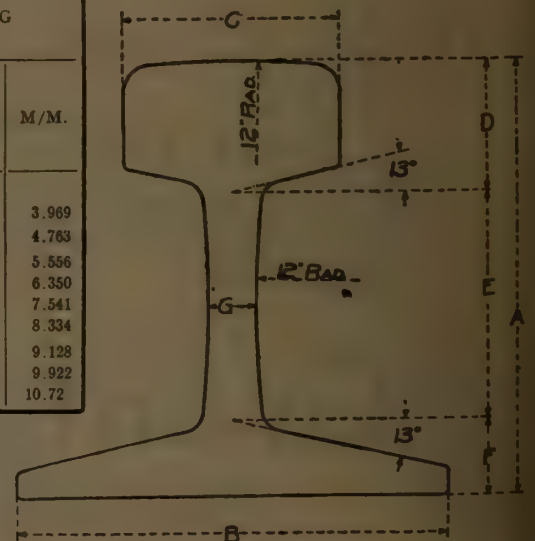
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Algoma LIGHT STEEL RAILS

For Mining and Lumbering Purposes

All Complete with Splice Bars

WEIGHT		A		B		C		D		E		F		G	
POUNDS PER YARD	KILOS PER METER	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.
8	3.97	1 3/16	39.69	1 3/16	39.69	1 3/16	20.64	1 3/16	11.91	1 3/16	20.64	3/8	7.144	3/8	3.989
12	5.95	2	50.80	2	50.80	1	25.40	3/8	14.29	1 3/8	27.78	1 1/4	8.731	3/8	4.763
16	7.94	2 3/8	60.33	2 3/8	60.33	1 1/4	29.77	1 1/4	18.27	1 3/4	34.53	3/4	9.525	3/8	5.556
20	9.92	2 3/8	66.68	2 3/8	66.68	1 1/2	34.13	1 3/8	18.26	1 3/8	37.31	3/4	11.11	1/2	6.350
25	12.40	2 3/4	69.85	2 3/4	69.85	1 3/8	38.10	1 3/8	19.84	1 3/4	37.70	3/4	12.30	1 3/8	7.541
30	14.88	3 1/8	79.38	3 1/8	79.38	1 1/2	42.86	1 3/8	22.23	1 3/8	43.66	1 3/8	13.49	1 1/4	8.334
35	17.36	3 1/8	84.14	3 1/8	84.14	1 3/4	44.45	1 3/8	24.21	1 3/8	45.24	3/4	14.68	1 3/8	9.128
40	19.84	3 1/2	88.90	3 1/2	88.90	1 3/8	47.63	1 3/4	25.80	1 3/4	47.23	3/4	15.88	1 3/8	9.922
45	22.32	3 1/2	93.66	3 1/2	93.66	2	50.80	1 3/8	26.99	1 3/8	50.01	3/4	16.67	1 3/8	10.72



Algoma Steel Corporation

Limited

Sault Ste. Marie, Ontario



Maple Leaf Saws

CUT LIKE A RAZOR



M
A
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S
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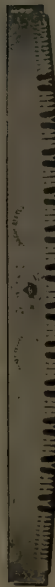
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Prince Rupert



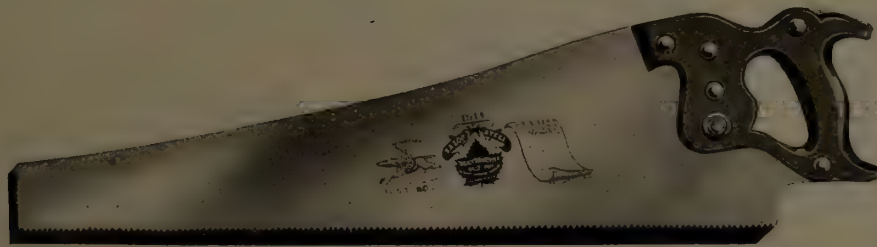
Solid and Inserted Tooth Maple Leaf Saws



No. 66
Cross Cut



No. 66
One Man



No. 1914

Kant
Krack
Handle

Made in
Canada by
Canadians

Manufactured by

Shurly-Dietrich Co. Ltd., Galt, Can.

Branches at Vancouver and Ottawa

For
Quality
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Maple Leaf Saws



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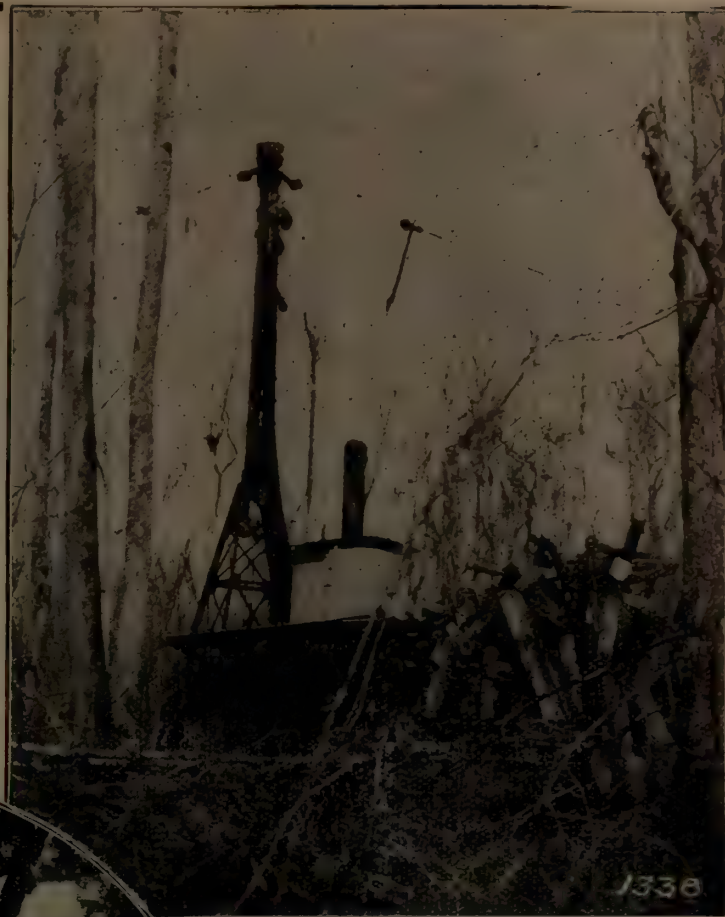
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Skidding Logs of All Sizes

We build skidders for every condition and will send expert logging men to look over your timber lands and advise you what type is best suited to your work.

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Lidgerwood Skidders are the only skidders provided with interlocking drums and with a mechanical slack puller.



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Portable Ground Skidder

A statement of what logging is costing at any particular operation, without taking into consideration the local conditions, and without considering every element of cost from the felling of the tree to delivery at mill, is worthless.

In deciding the cost of skidding by any type of machine not only should the cost of operating the machine be considered, but also the amount of timber that will be skidded at

each setting, the railroad construction necessary, and time lost in repairs.

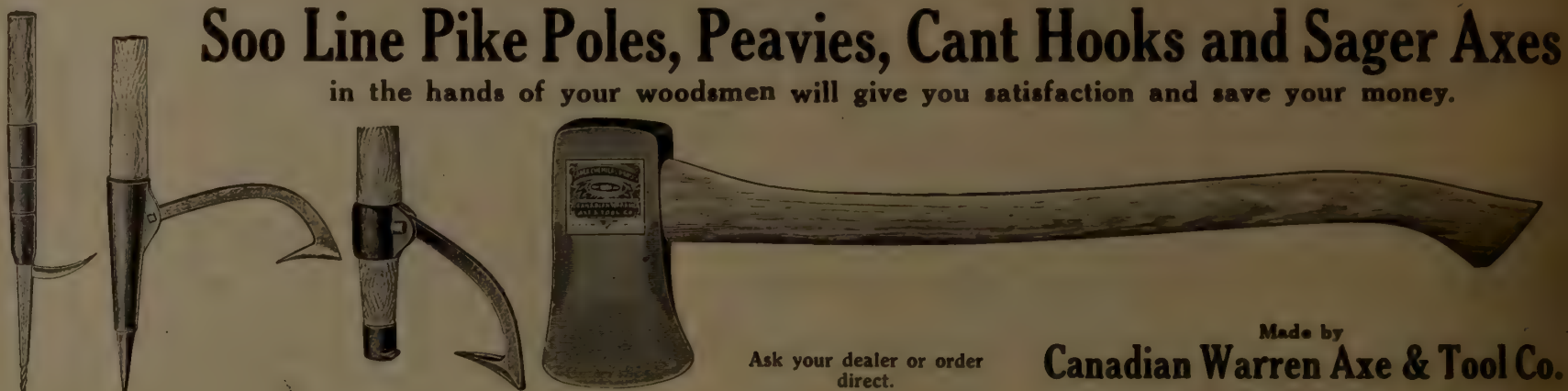
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Soo Line Pike Poles, Peavies, Cant Hooks and Sager Axes

in the hands of your woodsmen will give you satisfaction and save your money.

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Made by
Canadian Warren Axe & Tool Co.
ST. CATHARINES, ONT.



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"We have used the Alligator or Warping Tug manufactured by you for the last 7 or 8 years, and consider them indispensable to lumbermen on waters of French River or similar streams."

Will move a bag containing 60,000 logs, in calm weather, 30,000 in a head wind.

West & Peachey - Simcoe, Ont.



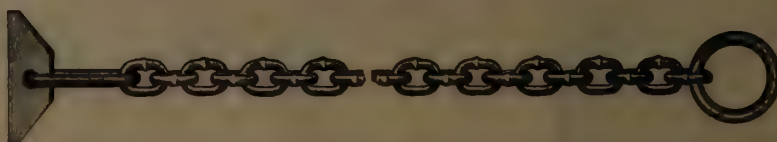
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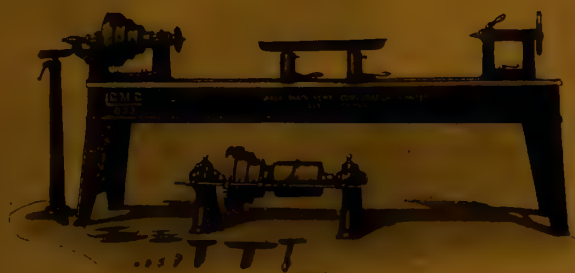


No. 714 Band Saw with guards



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WOOD WORKING MACHINE TOOLS



No. 833 Wood Turning Lathe



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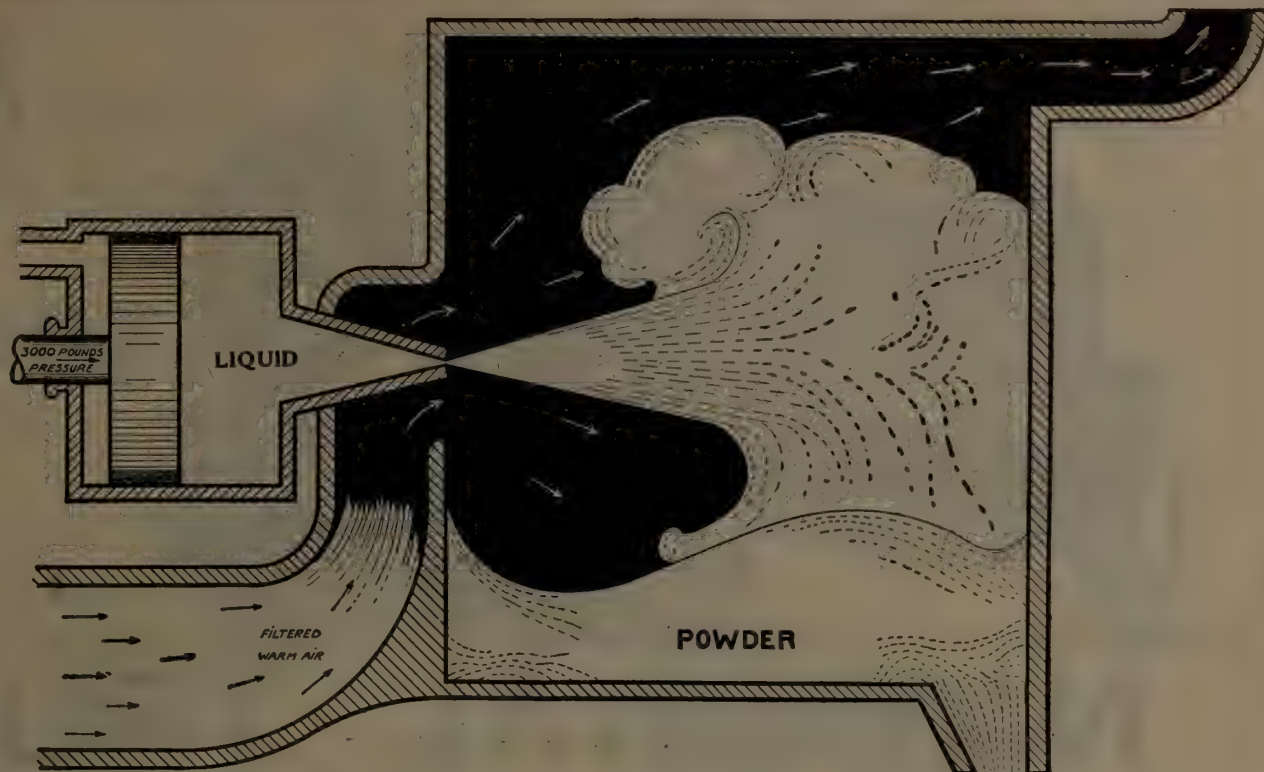
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Whirling, drifting, fine white particles of snow piling up into drifts is the best illustration we can suggest of how Klim is made.

The diagram shows how the liquid milk is forced at high pressure in the form of a fine spray into a chamber through which a swiftly moving current of filtered, heated air passes. The fine spray of milk and the swiftly moving dry heated air meet and cause a swirling action in which the water in the milk becomes absorbed into the air and the milk solids fall to the floor of the box in a drift of pure powdered separated milk, which is KLIM.

The quick evaporation of water from fresh separated milk is just as simple as the diagram indicates. The white dry powder is the body-building protein and food value free of water. The process is so simple and easy to understand that one can appreciate the purity of Klim. It is in the safe powder form a few hours after the cows are milked, and at no time in the process of production is it subjected to any high temperature that can cook or spoil it.

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Klim is economical because it is 100 per cent. milk food. There is no useless water to make up weight and take shipping and storage space.

Dissolving Klim, according to directions, produces again the liquid as it was before the interesting simple process of drying.

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Pure
Economical
Satisfactory
For
Hotels
Boarding Houses
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How many days last year was your motor truck idle—waiting for repair parts to cross the border?

You can avoid all such gaps of idleness and reduce your haulage expenses to the minimum by buying a National Motor Truck.

NATIONAL TRUCKS

ARE BUILT IN CANADA

They are especially designed to meet Canadian conditions and are composed of standard unit parts, all of which can be obtained immediately from our factory in Hamilton, without delay and without the bother of paying duty.

The owner of a National Truck has solved his haulage problems, regardless of weather, distance or conditions of streets and roads. He

is sure of a truck "always on the job" every day in the year, and twenty-four hours a day if necessary.

National Trucks are built in six models—1 ton, 1½ ton, 2 ton, 3½ ton, 5 ton trucks and 6 ton tractor. There is a National Truck that will exactly take care of all your haulage requirements.

Write for illustrated catalogue and name of the nearest National Dealer.

National Steel Car Company, Limited - Hamilton, Canada



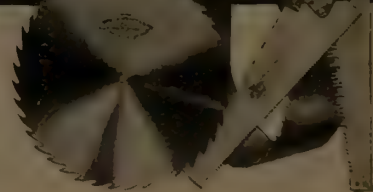
Now for Reconstruction

HENRY DISSTON & SONS, LIMITED

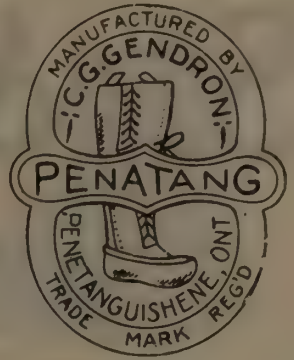
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24 Different Lines



Temiscoming No. 10

THE exacting demands of the camp or saw mill necessitate two prime features in shoe-pack or boot—exceptional wearing service and the utmost in comfort. Gendron policy incorporates only the highest grade materials with A 1 workmanship the result of which is *absolute satisfaction*.

A card will bring our latest Catalog



River Drivers Boot

THE

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**Increase
Your
Boiler
Efficiency** PLIBRICO is
a plastic substance that makes
a solid one-piece Lin-
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your own men for your
Steam Boilers, Wood-
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Ovens, &c. Will outwear

any fire-brick made and does
away with Fire-Clay.

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Now is the time for getting the mill in good shape and some of the largest firms are doing all Boiler and Dutch Oven, &c. repairs and renewals by their own men by using our PLIBRICO. Our Installation Book makes it simple “as falling off a log”

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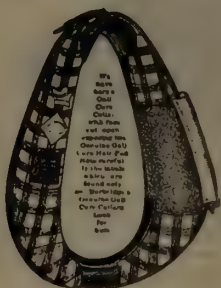
for the Lumber Trade

Maple Leaf Kanthurt

Horse Collars

(PATENTED)

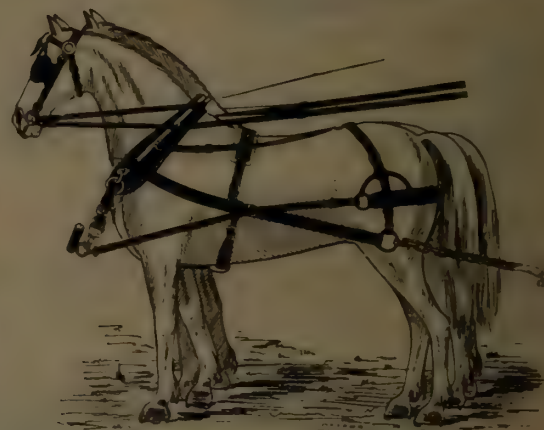
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6 ft. 6 in. long, 80 in. wide, 60 in. lined, made square with gusset and shaped at rump. Weight 13 lbs. 6 oz.

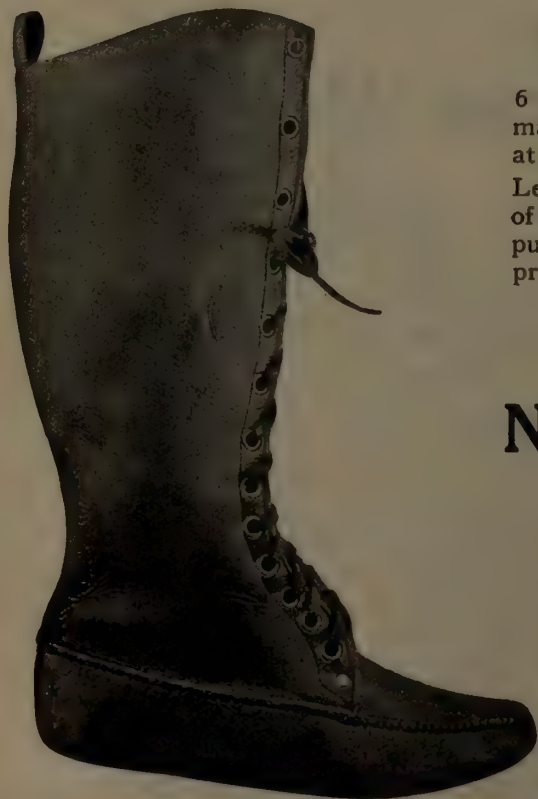
Leather Leg Strap extra. A full line of Horse Blankets for lumbermen's purposes. Write for catalogue and price list.



Michigan Lumber Harness

made in 2 in., 2 1/4 in., 2 1/2 in., 2 3/4 in. trace. A full line of Lumbermen's Harness for all sections.

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Patented 1911

No. 152 Long Leg Seamless Heel Draw String Moccasins

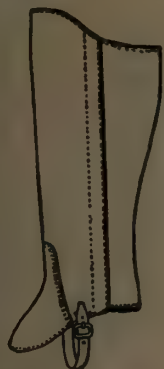
The latest improvement in Moccasins doing away with all seams at heel. Under the old method the heel would come down and in a short time the wearer would be walking on it, wearing out the stitching, thus causing it to leak and rip. With the new process the heel will not flatten out; will always keep its shape, and there are no seams whatever, making a clean, smooth, Ripless and Waterproof heel. Made only in the highest quality, all heights of leg, with or without soles or heels.

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Leather goods that give the service, that stand the strain of heavy work and are thoroughly satisfactory in every way is what you will find our range to be. Harness and Horse Collars, Oil Tan Moccasins, Waterproof Sporting or Prospectors', Men and Boys' Leggings, Boots, Sole and Upper Leather Factors are some of our manufactures that will prove most interesting to the lumbermen. Write and let us know your needs in the way of leather goods. We can ship almost immediately.

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Our Goods are known as the Round Knife Brand



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Lumber Collar



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Adjustable Shelves Included

Length of Wood:—30-in., 38-in., 44-in., 50-in.

For Lumbermen,
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In Two Sizes	Ovens, width	Depth	Height	Fire Boxes Wood	Coal or Wood
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	30-in.	26-in.	16-in.	28-in.	

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The Chief Realized that the Weakest

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Let us quote on your next installation.

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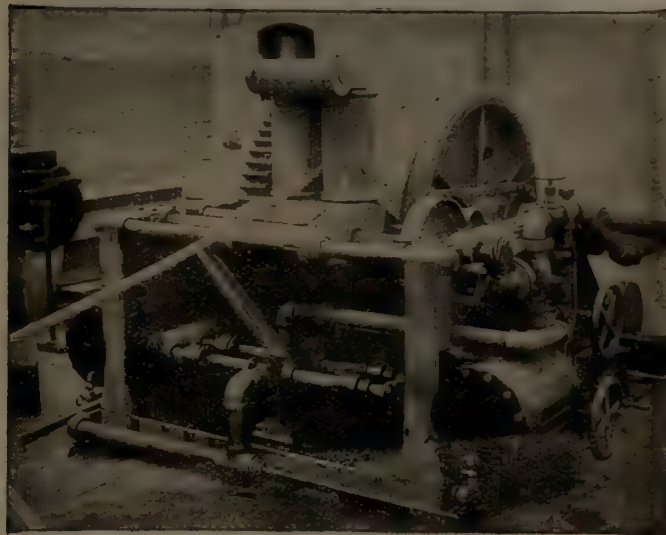
Geo. W. Reed & Co., Montreal

Established 1852

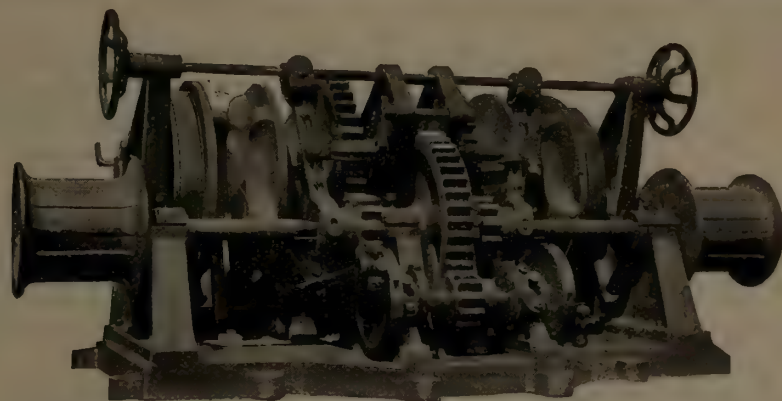
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The Corbet Automatic Steam Towing Machines are made in five sizes to accommodate Steel Flexible Hawsers from 5/8 in. diameter up to 2 in. diameter.

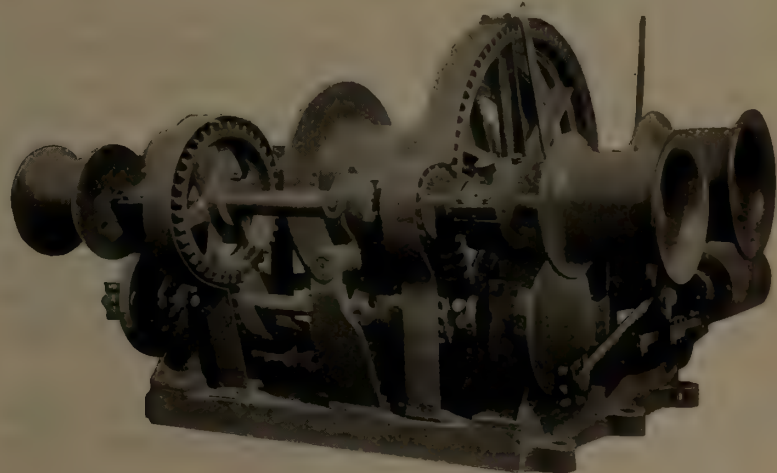
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The "Corbet" Automatic Steam Towing Machine for Tugs and Barges



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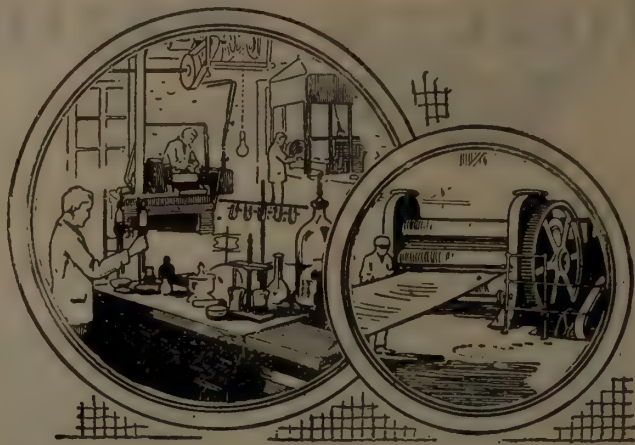
"Corbet" Steam Cargo Winch

The Corbet Foundry and Machine Company, Limited

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In Dominion Rubber System Belting, the worth is known because every ounce of material—each individual operation and each finished belt must test up to the highest quality standard ever made for belting.

From the time the materials come into our factory until the belt is running on your pulleys, there is no chance of your getting anything but "plus service" belting.

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Here is a general purpose machine for general Planing Mill work. Will give steady sturdy service under all conditions. No. 134 has always made good and is the machine to consider when purchasing new equipment.

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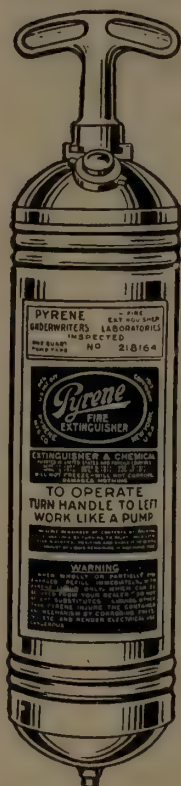
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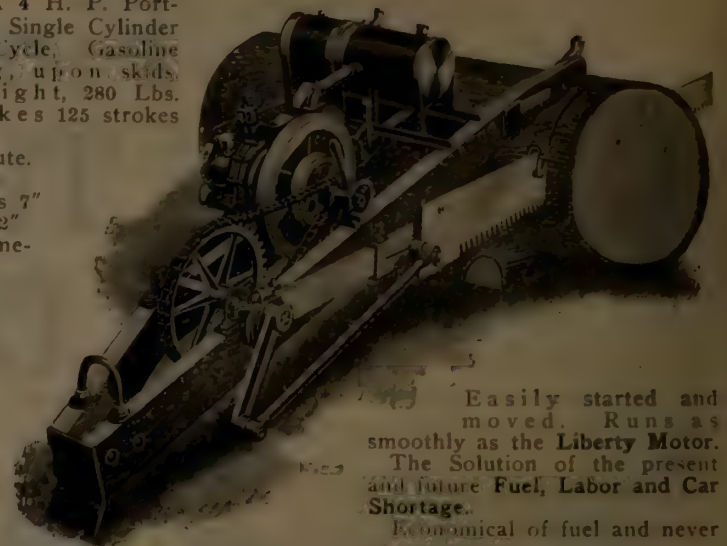
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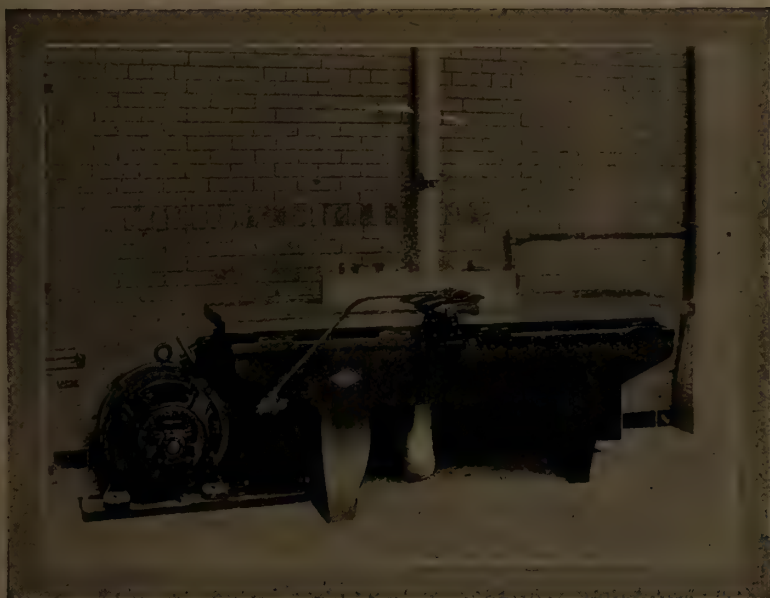
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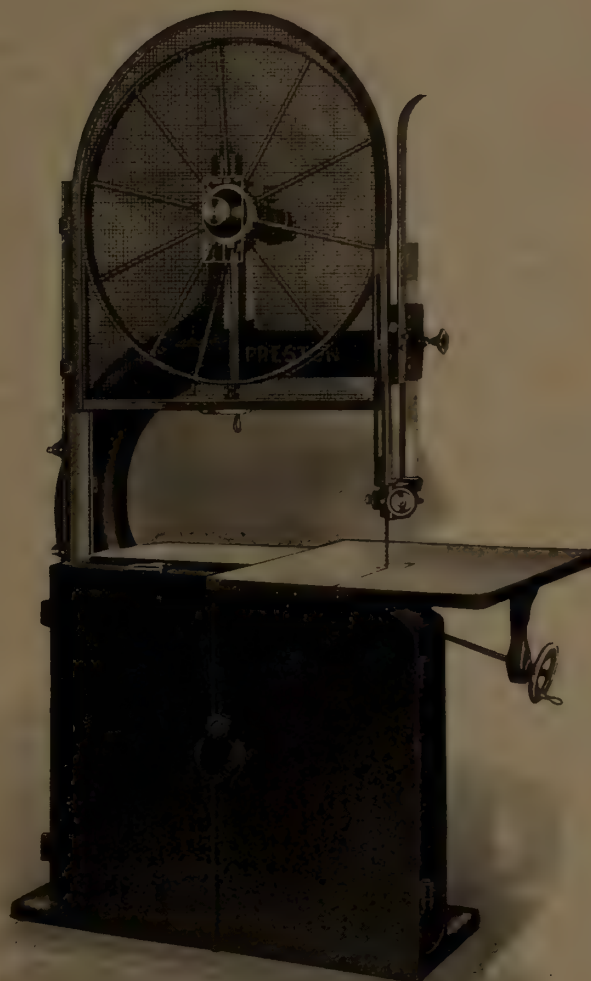
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Aberdeen Lumber Co.	111	Canadian Equipment-Co., Ltd.	223	Dominion Wheel & Foundries, Ltd.	125	Green Co., Ltd. G. Walter	242
Adams Engine Company	226	Canadian General Lumber Co., Ltd.	37	Donovan, I. M.	45	Grier & Sons, Ltd., G. A.	124
Alberta Lumber Co., Ltd.	13	Canadian Link-Belt Co., Ltd.	232	Dudley, Arthur N.	14	Gutta Percha & Rubber, Ltd.	238
Algoma Steel Corporation	242	Canadian Milk Products, Ltd.	249	Duncan, Ewing & Co.	116	Haerem, C. V.	116
Allen-Stoltze Lumber Co., Ltd.	67	Canadian National Railways	234	Dunfield & Co., Ltd.	85	Hall & Brown Woodworking Machine Company	238
American Pad & Textile Co.	262	Canadian Tie & Lumber Co.	15	Dunlop Tire & Rubber Goods Co., Ltd.	230	Hall Ltd., Adam	236
American Wood Working Machy. Company	I.F. Cover	Canadian Warren Axe & Tool Co.	246	Duplex Truck Company	259	Hall Lumber Company	103
Anderson Lumber Co., Ltd., C. G.	24	Canadian Western Lumber Co.	25	Dupuis Ltd., J. P.	24	Hamilton Co., Ltd., Wm.	75
Anderson-Tully Co.	74	Cane & Co., Jas. G.	67	Eagen, W. T.	45	Hancock, T. H.	17
Ashworth & Co., John	120	Cant & Kemp	24-117	Eagle Lumber Co.	121-220	Hansen & Co., Regd., A. K.	62
Atkins & Company, E. C.	129	Carson Co., Ltd., Hugh	244	Eaton & Co., Ltd., J. R.	4	Hardy & Co., E. D.	244
Atlantic Lumber Co. (Buffalo)	101	Carss Mackinaw Clothing Co., Ltd.	253	Eddy Co., Ltd., E. B.	42	Harquail Co., Ltd., J. & D. A.	90
Atlantic Lumber Co. (Toronto)	18	Cardinal & Page	24	Edwards & Co., Ltd., W. C.	26	Harris Tie & Timber Co., Ltd.	62
Atlas Asbestos Co., Ltd.	62	Cedar Products, Ltd.	73	Elias & Bros., Inc. G.	101	Hart & McDonagh	22
Auger & Son, Ltd.	50	Central Saw & Moulding Mills	117	Elk Fire Brick Co.	262	Hay & Co., Ltd.	260
Austin & Nicholson	10	Chaleurs Bay Mills	63	Eisendrath Glove Co.	262	Hay Knife Co., Ltd., Peter	220
Bainbridge Co., Ltd.	40	Chapman Double Ball Bearing Co.	232	Elgie & Jarvis Lumber Co.	44	Heeney, Percy E.	45-52
Bartram & Ball, Ltd.	3	Chew Bros.	51	Ellis Ltd., H. M.	125	Hendun Lumber Co., Ltd.	44
Bathurst Lumber Co., Ltd.	81	Chicago Lumber & Coal Co.	104	Empire Timber & Tie Co.	45	Hettler Lumber Co., Herman H.	220
Bay City Foundry & Machine Co.	130	Cincinnati Walnut Lumber Co.	109	Engineering & Machine Works of Canada, Ltd.	126	Hillas & Co., W. N.	219
Beal Bros., Ltd.	253	Clark & Sons, Ltd., Edward	6	Excelsior Lumber Co.	52	Hoe & Company, R.	238
Beck Mfg. Co., Ltd., C.	44	Clark & Co., Ltd., A. R. O. B. Cover		Exchange Lumber Co., Regd.	40-44	Hope Lumber Company	48
Becker & Co., Ltd.	219	Cleveland-Sarnia Sawmills Co., Ltd.	211	Farnworth & Jardine	24	Horton & Son, H.	80
Bell, Dr.	209	Climax Mfg. Company	236	Farris Hardwood Lumber Co.	114	Huntington & Sons, Wm.	116
Bennett Lumber Co., Ltd.	69	Clyde Cars Co. Canada, Ltd.	231	Fassett Lumber Co.	8	Huther Bros. Saw Mfg. Co.	260
Bernhard Industrial Co., A. B.	260	Coe Mfg. Company	224	Federal Lumber Co., Ltd.	63	Hyde Lumber Co.	102
Beveridge Pulp & Paper Co., Ltd.	251	Colonial Lumber Co., Ltd.	16	Fesserton Timber Co., Ltd.	35	International Business Machines Co., Ltd.	123
Blakeslee, Perrin & Darling	101	Coltart & Co., Robert	24	Firstbrook Bros., Ltd.	20	International Chemical Co.	257
Blenkhorn & Sons	80	Conger Lumber Company	23	Forest Mills of B. C., Ltd.	100	International Land & Lumber Co.	41
Bond Engineering Works	265	Consumers Cordage Co., Ltd.	255	Foss Lumber Co., Ltd.	66	Jacobi & Co., Don H.	44
Booth, J. R.	59	Cooke & Co., Ltd., Jas.	118	Fraser Bryson Lumber Co., Ltd.	13	Jeffrey Mfg. Company	217
Borbridge, S. & H.	252	Coolidge & Carlisle	209	Fraser Companies, Ltd.	83	Johnson, A. H.	127
Bourgouin, H.	221	Copping, Wm.	44	Gall Lumber Co., Ltd.	45	Jones, F. Griffith	119
Bradley, R. R.	209	Corbet Foundry & Machine Co., Ltd.	257	Gane & Sons, Chas.	113	Just Company, Ltd.	24
Brand, J. B.	88	Cossette, Alfred	44	Garlock-Walker Machy. Co.	I. F. Cover	Krate, W. L.	72
Brantford Emery Wheel Co., Ltd.	127	Couture, Rheault Co., Ltd.	42	Garson & Co., Frank O.	127	Keenan Bros., Ltd.	50
Brantford Roofing Co., Ltd.	261	Cox & Company, Robert	117	Gartshore, J. J.	248	Keewatin Lumber Co., Ltd.	16
British America Mills & Timber Co., Ltd.	40	Cushing & Co., Ltd.	88	Gendron Penetang Shoe-pack Mfg. Co.	251	Kennedy & Sons Ltd., Wm.	248
Brompton Pulp & Paper Co., Ltd.	57	Dalleas, William	125	General Supply Co.	237	King Bros., Ltd.	39
Brown & Co., Geo. C.	103	Davidson's Sons, Jas.	65	Genoa Bay Lumber Co.	115	Knox Bros., Ltd.	3
Buffalo Hardwood Lumber Co.	101	Davies Co., Ltd., Wm.	215	Gerlach Company, Peter	262	L & H Lumber Co.	72
Buffum, John	114	Davison Lumber & Mfg. Co., Ltd.	87	Gillespie, James	24	Laberge Lumber Co., Ltd.	51
Burstall & Co., J.	68	Department of Lands (B.C.)	70-71	Gillies Bros., Ltd.	12	Laidlaw-Bale Tie Co., Ltd.	209
Callander Saw Mills	14, 44	Dept. of Lands & Forests (Quebec)	34	Gilman & Co., R. T.	54	Lake Lumber Co., Ltd.	24
Cameron & Co., Ltd.	5	Dept. of Lands, Forests and Mines (Ontario)	23	Gloucester Lumber & Trading Co.	49	Lamb Bros.	118
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Canada Metal Co., Ltd.	227	Dominion Lumber & Timber Co., Ltd.	52	Grant-Holden-Graham Ltd.	240-241	Long-Bell Lumber Company	110
Canada Machinery Corp., Ltd.	247	Dominion Timber Products, Ltd.	45	Graton & Knight	267	Long Lumber Company	13
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Lovering, W. J.	45	Muskoka Wood Mfg. Co., Ltd.	5	Rat Portage Lumber Co., Ltd.	52	Stone Lumber Co., Ltd.	66
Lumbermen's Underwriting Alli- ance	106-107	National Steel Car Co., Ltd.	250	Read Bros., Ltd.	45	Stratford Oakum Co., Geb.	62
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MacLean Daily Reports, Ltd.	209	Nicholson & Co., E. M.	11	Reid Bros.	209	Summers, Jas. R.	14 & 24
Main Belting Company	239	Oliver Lumber Co.	52	Renfrew Planing Mill	27	Tagart, Beaton & Co.	116
Marsh Engineering Works	264	Ontario Motor Car Co., Ltd.	213	Reynolds Timber, Shipping & In- surance Co.	32	Taylor & Crate	101
Martin, W. J.	44	Ontario Wind Engine & Pump Co., Ltd.	126	Rhodes, Curry & Co., Ltd.	92	Taylor Lumber Co., S. K.	100
Mason, Gordon & Co.	12	Oxford Foundry & Machine Co., Ltd.	84	Rideau Lumber Co., Ltd.	15	Temiscouata Lumber Co.	20
Mason Ltd., Geo. M.	44	Pacific Lumber Company	100	Riordon Pulp & Paper Co., Ltd.	55	Terry & Gordon	36
Mason Regulator & Engineering Co., Ltd.	128	Palmer Co., Ltd., John	89	River Ouelle Pulp & Lumber Co.	28-29	Thoman-Flinn Lumber Co.	111
Massey & Co., D. W.	119	Palmer-McLellan Shoepack Co., Ltd.	93	Roray & Yeaman	38	Thurston-Flavelle Ltd.	66
McAuliffe Davis Lumber Co.	32	Parker & Page Co.	114	Russell, Chas. H.	221	Timberland Lumber Co., Ltd.	67
McCrae, John	118	Parry Sound Lumber Co., Ltd.	54	Sadler & Haworth	I.B. Cover	Timms, Phillips & Co., Ltd.	53
McFadden & Malloy	9	Payette & Company, P.	226	Savoie & Company	125	Toronto Blower Co.	221
McFarlane-Neill Mfg. Co., Ltd.	99	Peavey Mfg. Company	104	Service Lumber Co., Ltd.	67	Turner & Sons, Ltd., J. J.	236
McGovern, T. J.	45	Pedwell Hardwood Lumber Co.	13	Sessenwein Bros.	260	Tyrer Co., Ltd., Colin C.	88
McKean & Co., George	88	Pembroke Lumber Co.	46-47	Sewall, Jas. W.	209	Union Lumber Co., Ltd.	7
McKinnon Columbus Chain Co., Ltd.	246	Penroyer Company, J. C.	235	Shafer Hardwood Co., Jno. I.	100	United Pole Co., Ltd.	73
McLaren Belting Co., J. C.	246	Penrod-Jurden Co.	108	Shannon Lumber Co., R. P.	66	Victoria Harbor Lumber Co., Ltd.	19
McLaren Ltd., D. K.	254	Petrie, H. W.	20	Sharples, Regd., W. & J.	43	Victoria Lumber & Mfg. Co., Ltd.	4
McLean Lumber Co., Hugh	101	Philadelphia Textile Machy. Co.	236	Shearer Co., Ltd., Jas.	124	Waterous Engine Works	228-229
McLennan Lumber Co., Ltd.	64	Pink Company, Thos.	233	Shimer Cutter Head Co. of Can- ada, Limited	127	Watson & Todd	21
Memphis Band Mill Co.	222	Potter, Wm.	51	Shurly-Dietrich Co., Ltd.	243	Wayagamack Pulp & Paper Co., Ltd.	56
Mickle, Dymont & Son	51	Powell-Myers Lumber Co.	52	Simonds Canada Saw Co., Ltd.	130	Wayne Lumber Co.	14
Miller Co. Ltd., W. H.	86	Pratt & Whitney Co.	236	Smart-Turner Machine Co., Ltd.	225	Webster & Bros., Jas.	24
Miller, Sturn & Miller	101	Preston Woodworking Machy. Co.	263	Smith Foundry Co., Ltd.	91	West & Peachey	246
Miramichi Lumber Co.	79	Price Bros. & Co., Ltd.	58	Smith, N.	209	Wiggin Lumber Co., H. H.	112
Montgomery & Sons Co., Ltd.	44	Pyrene Mfg. Co. of Canada. Ltd.	260	Smith, Walter Harland	209	Williams Lumber Co.	44
Montreal Locomotive Works, Ltd.	236	Quebec Harbor Commission	54	Smith & Tyrer, Ltd.	118	Wistar, Underhill & Nixon	52
Montreal Lumber Co., Ltd.	24	Quebec Lumber Co.	42	Snowball Co., Ltd., J. B.	82	Woods Mfg. Co., Ltd.	76-77
Moore, Jr., E. J.	12			Southern & Son, Jas. W.	119	Woodstock Lumber Co.	62
Morgan Machine Co.	126			Spanish River Lumber Co., Ltd.	40	Wright, Graham & Co.	118
Moul Lumber Co., D. H.	108			Spencer, Ltd., C. A.	60	Wry-Standard Ltd., A. E.	87
Muir & Kirkpatrick	61			Standard Hardwood Lumber Co.	101	Wuichet, Louis	13
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						Young Lumber Co.	45

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Atlas Asbestos Company, Ltd. . . .

AXES

Blenkhorn & Sons
Campbell Brothers
Canadian Warren Axe & Tool Co.
Pink Company, Thos.

BABBITT METAL

Canada Metal Company
General Supply Co. of Canada, Ltd.

BALE TIES

Laidlaw Bale Tie Company

BALL BEARINGS

Chapman Double Ball Bearing Co.

BAND MILLS

Bay City Foundry & Machine Co.
Firstbrook Bros. Ltd.
Hamilton Company, William
Long Mfg. Co. Ltd., E.
Preston Woodworking Machinery Co.
Waterous Engine Works Company
Yates Machine Company, P. B.

BAND RESAWS

Canada Machinery Corporation Ltd.
Mershon & Company, W. B.
Petrie Ltd., H. W.
Preston Woodworking Machinery Co.

BELT CEMENT

Graton & Knight Mfg. Company
Sadler & Haworth

BELT DRESSING

Atlas Asbestos Company, Ltd.
Dominion Belting Co., Ltd.
General Supply Co. of Canada, Ltd.
Graton & Knight Mfg. Company
Sadler & Haworth.

BELTING

Atlas Asbestos Company, Ltd.
Beardmore Belting Co., Ltd.
Canadian Consolidated Rubber Co.
Dominion Belting Co., Ltd.
General Supply Company
Goodhue & Co., J. L.
Goodyear Tire & Rubber Co.
Graton & Knight Mfg. Company
Gutta Percha and Rubber Company
Main Belting Co. of Canada, Ltd.
Manhattan Rubber Mfg. Co.
McLaren Limited, D. K.
McLaren Belting Company, J. C.
Sadler & Haworth.
Smith, N.

BELTING (Transmission, Elevator Conveyor, Rubber)

Dunlop Tire & Rubber Goods Co.
Goodyear Tire & Rubber Goods Co.

BLOWERS

Sheldons Limited
Toronto Blower Company.

BOATS (Gasoline Launches)

Adams Engine Company.
Disappearing Propeller Boat Co., Ltd.

BOILERS

Engineering & Machine Works of Canada, Limited
Firstbrook Bros. Ltd.
Hamilton Company, William.
Marsh Engineering Works, Limited.
Waterous Engine Works Company

BOILER PRESERVATIVE

Beveridge Paper Company.
International Chemical Company.

BOX MACHINERY

Garlock-Walker Machinery Co.
Morgan Machine Co.
Yates Machine Company, P. B.

BOX SHOOKS

Cushing & Co., Ltd.
Davidson's Sons, James.
Davison Lumber & Mfg. Company.
Edwards & Co., Ltd., W. C.
Gane & Sons, Charles.

BRITISH IMPORTERS

Ashworth & Co., John.
Becker & Co., Ltd.
Cant & Kemp.
Central Saw & Moulding Mills.
Colthart & Co., Robert.
Cooke & Co., Ltd., James.
Cox & Co., Robert.
Duncan, Ewing & Company.
Farnworth & Jardine.
Haerem, C. V.
Hillas & Co., W. N.
Huntingdon & Sons, Wm.
Jones, J. Griffith.
Lamb Brothers.
Massey & Co., D. W.
McCrae, John.
Smith & Tyrer, Ltd.
Southern & Son, James W.
Tagart, Beaton & Company.
Webster & Bro., James.
Wright, Graham & Company.

CABLE CONVEYORS

Engineering & Machine Works of Canada Ltd.
Jeffrey Manufacturing Company.
Waterous Engine Works Company.

CAMP SUPPLIES

Canadian Milk Products Limited
Davies Company, William.
Dr. Bell Veterinary Wonder Co.
Eddy Co., E. B.
Grant-Holden-Graham Ltd.
Hall, Ltd., Adam.
Harris Abattoir Company.
Johnson, A. H.
Turner & Sons, J. J.
Woods Manufacturing Company, Ltd.

CANADIAN EXPORTERS

Auger & Son, Ltd.
Bartram & Ball, Ltd.
Bennett Lumber Co., Ltd.
Burstall & Co., J.
Chaleurs Bay Mill's.
Cushing & Co., Ltd.
Department of Lands (British Columbia).
Dobell & Co., Richard R.
Genoa Bay Lumber Co.
Goodday & Co., H. R.
Hansen & Co., Reg'd., A. K.
Hart & McDonagh.
Hope Lumber Company.
King Brothers Ltd.
Louise Lumber Co., Ltd.
Mackay Ltd., W. Malcolm.
McKean & Co., Ltd., Geo.
Musgrave & Co., Ltd.
Nicholson & Co., E. M.
Rhodes, Curry Co., Ltd.
Rover Ouelle Pulp & Lumber Co.
Sharples, W. & J.
Temisconata Lumber Company.
Timms, Phillips & Co., Ltd.
Tyrer Co., Ltd., Colin C.
Watson & Todd, Ltd.
Williams Lumber Company.

CANT HOOKS

Blenkhorn & Sons.
Canadian Warren Axe & Tool Co.
General Supply Co. of Canada, Ltd.
McFarlane-Neill Mfg. Co., Ltd.
Peavey Mfg. Company.
Pink Company, Thomas.

CARS—STEEL BODY

Canadian Equipment Co., Ltd.
Dominion Wheel & Foundries, Ltd.
Marsh Engineering Works, Limited.
National Steel Car Co., Ltd.

CASTINGS

Kennedy Company, William.

CEDAR

Allen-Stoltze Lumber Co., Ltd.
Brown & Company, Geo. C.
Department of Lands (British Columbia).
Dominion Timber Products, Limited.
Fesserton Timber Company.
Forest Mills of British Columbia, Ltd.
Foss Lumber Company.
Genoa Bay Lumber Company.
Long Lumber Company.
McAuliffe Davis Lumber Company.
Muir & Kirkpatrick.
Quebec Lumber Company.
Rat Portage Lumber Co., Ltd.
Roray & Yeaman.
Service Lumber Co., Ltd.
Terry & Gordon.
Thurston-Flavelle Lumber Company.
Timms, Phillips & Co., Ltd.
Vancouver Lumber Company.
Victoria Lumber and Mfg. Co.

CHAINS

Canadian Link-Belt Company Ltd.
Engineering & Machine Works of Canada Ltd.
General Supply Co. of Canada, Ltd.
Hamilton Company, William.
Jeffrey Manufacturing Company.
McGovern, T. J.
McKinnon Columbus Chain, Ltd.
Pink & Co., Thomas.
Waterous Engine Works Company.
Williams Machinery Co., A. R., Vancouver.

CHEMICAL PLANTS

Blair, Campbell & McLean, Ltd.

CHINA CLAY

Bowater & Sons, W. V.

CLOTHING

Clark & Co., Ltd., A. R.
Grant, Holden & Graham.
Woods Mfg. Company.

COLLAR PADS

American Pad & Textile Company.
Beal Brothers, Ltd.
Borbridge, S. & H.
Horton & Son, Ltd., H.
Wry-Standard Ltd., A. E.

COLLARS (Shaft)

Bond Engineering Works.

CONVEYOR MACHINERY

Canadian Link-Belt Company, Ltd.
Canadian Mathews Gravity Carrier Company.
General Supply Co. of Canada, Ltd.
Jeffrey Mfg. Co.
Waterous Engine Works Company.

CARBORUNDUM & EMERY WHEELS

Brantford Emery Wheel Co., Ltd.

CORDAGE

Consumers Cordage Company.

COST RECORDERS

International Business Machines Co., Ltd.

COTTON GLOVES

American Pad & Textile Co.

COUNTERSHAFTS

Bond Engineering Works.

COUPLINGS (Shaft)

Bond Engineering Works.
Engineering & Machine Works of Canada, Ltd.

CRANES FOR SHIP YARDS

Canadian Link-Belt Company.

CRATING LUMBER

Dudley, Arthur N.
Eagle Lumber Co., Ltd.

CROSS ARMS

Genoa Bay Lumber Company.

CUTTER HEADS

Shimer Cutter Head Company.

DADO HEADS

Atkins & Company, E. C.
Disston & Sons, Ltd., Henry.
Hether Bros. Saw Mfg. Company.
Sonmads Canada Saw Co., Ltd.

DEALS

Burstall & Co., J.
Hansen & Co., Reg'd., A. K.
King Bros., Ltd.
Murray & Gregory, Ltd.
Pembroke Lumber Company.
Sharples, W. & J.

DERRICKS AND DERRICK FITTINGS

Marsh Engineering Works, Limited.

DOORS

Allen-Stoltze Lumber Co., Ltd.
Booth, J. R.
Davidson's Sons, James.
Dupuis Ltd., J. P.
Eagle Lumber Co., Ltd.
Eaton & Sons, Ltd., J. R.
Edwards & Co., Ltd., W. C.
Genoa Bay Lumber Company.
Hancock, T. H.
Laberge Lumber Co., Ltd.
Long Lumber Company.
Mason, Gordon & Co.
Mason, Limited, Geo. M.
Renfrew Planing Mills
Rutherford & Sons, Wm.
Terry & Gordon.

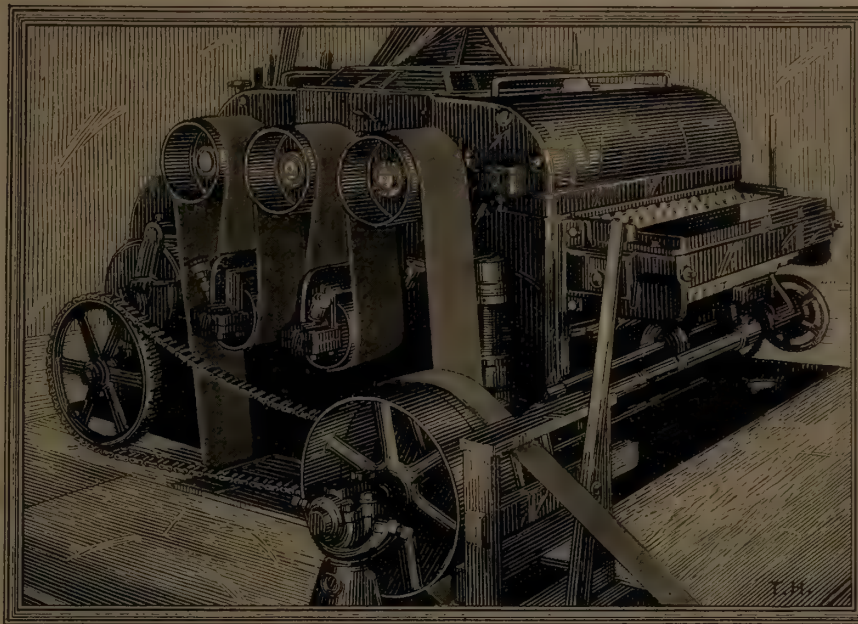
DOUGLAS FIR

Allen-Stoltze Lumber Co.
Bainbridge Lumber Co., Ltd.
British American Mills & Timber Co.
Canadian Western Lumber Co.
Coal Creek Lumber Company.
Department of Lands (British Columbia).
Ellis, Limited, H. M.
Federal Lumber Co., Ltd.
Fesserton Timber Company.
Forest Mills of British Columbia, Ltd.
Foss Lumber Company.
Genoa Bay Lumber Company.
Godfrey Company, L. N.
Grier & Sons Limited, G. A.
Heeney, Percy E.
Knox Brothers.
Lake Lumber Co., Ltd.
Leak & Co., Ltd.
Long Lumber Company.
Lovering, W. J.
Mason, Gordon & Co.
McAuliffe Davis Lumber Company.
McLennan Lumber Co., Ltd.
Muir & Kirkpatrick.
Rat Portage Lumber Co., Ltd.
Reynolds Timber, Shipping & Insurance Agency.
Roray & Yeaman.
Service Lumber Co., Ltd.
Shearer Company, Jas.
Terry & Gordon.
Timberland Lumber Company.
Timms, Phillips & Company.
Vancouver Lumber Company.
Victoria Lumber & Mfg. Company.

DRAG SAWS

Gerlach Company, Peter
Pennoyer & Company, J. C.

This illustration shows a Graton & Knight veteran in a Spartan Double Belt, 46 feet long and 8 inches wide. It is running every day in the plant of the Leroy Furniture Company, St. Louis, Mo. It has seen 4½ years of service. This belt-eating sanding machine wore out three 9-inch ordinary belts in eighteen months. Its cost has been 40 cents a week with long service to come.



For all drives designed in our Engineering Department the belts are proportioned so that the stress, due to the horsepower being transmitted, is never more than one-tenth of their ultimate strength. The rules employed are the result of extensive experience, and applied to your problems may show that you are using a belt too good or one not good enough for the work to be done.

The Right Belt in the Right Place

Here is punishment for *any* belt. and as usual SPARTAN is the belt that is game for it. It shows the right belting material in the right place. SPARTAN, greatest of pulley-gridders, flexible and elastic, is solving the problem of the trouble-making drive in thousands of plants. There is one answer and one reason—leather properly tanned and fabricated for a given purpose—a Standardized Series.

You can't think of any belting material that stands hard knocks the way leather does—or one that can be satisfactorily spliced or repaired. Leather has the tightest of frictional grip. It gives and takes as the need arises. It doesn't fray under the side slapping of shifters. After a long and useful life on main drives you can cut it into smaller

belts and keep it earning money.

Graton & Knight Standardized Series Belts are made for the work to be done—from the first step in tanning. Very nearly 300,000 steer hides pass through our hands yearly. Think of the broad selection that gives us, the uniformity of quality possible. And installing any G. & K. Standardized Series Belt means the right belt in the right place—not merely a belt, but a belt for a *given* purpose.

Many of the best belted plants ask us to specify the belting for every drive. Try the plan yourself. Then, when buying, call for "Graton & Knight Brand - or equal." This won't commit you to buying our belts. It will put your buying on one basic consideration—the work to be done.

Write for information about Standardization as applied to Belting

THE GRATON & KNIGHT MFG. CO.

Oak Leather Tanners, Makers of Leather Belting,
Lace Leather, Leather Packings, and Specialties.

WORCESTER, MASS., U.S.A.

Canadian Graton & Knight, Limited, Montreal, Canada

Representatives in Canada:

THE CANADIAN FAIRBANKS-MORSE CO., LIMITED

St. John, Quebec, Montreal, Ottawa, Toronto, Hamilton, Vancouver, Victoria.



GRATON & KNIGHT

Standardized Series

LEATHER BELTING

Tanned by us for belting use



Canada Lumberman Buyers' Directory—(Continued)

DRYERS

Philadelphia Textile Machinery Company.

DRY KILNS

Sheldons Limited.

DUST COLLECTORS

Sheldons Limited.
Toronto Blowers Company.

EDGERS

Bay City Foundry & Machine Co.
Canada Machinery Corporation Ltd.
Firstbrook Bros., Ltd.
Garlock-Walker Machinery Co.
Green Company, G. Walter
Haight, W. L.
Hamilton Company, Ltd., William.
Long Mfg. Company, E.
Oxford Foundry & Machine Co., Ltd.
Preston Woodworking Machinery Co.
Waterous Engine Works Company.

ELEVATING & CONVEYING MACHINERY

Canadian Link-Belt Company, Ltd.
Engineering & Machine Works of Canada, Ltd.
Jeffrey Manufacturing Company.
Oxford Foundry & Machine Co., Ltd.
Waterous Engine Works Company.

ENGINES

Engineering & Machine Works of Canada Ltd.
Hamilton Company, William.
Oxford Foundry & Machine Co., Ltd.
Waterous Engine Works Company.

EXCELSIOR MACHINERY

Elmira Machinery & Transmission Company.

EXHAUST FANS

Garlock-Walker Machinery Co.
Sheldons Limited.
Toronto Blower Company.

EXHAUST SYSTEMS

Reed & Co., Geo. W.
Sheldons Limited.
Toronto Blowers Company.

FILES

Disston & Sons, Henry.
Simonds Canada Saw Company.

FIRE BRICK

Beveridge Paper Company
Elk Fire Brick Company of Canada
International Chemical Company.

FIRE FIGHTING APPARATUS

Dunlop Tire & Rubber Goods Co.
Pyrene Mfg. Company.
Waterous Engine Works Company.

FIR FLOORING

Genoa Bay Lumber Company.
Rutherford & Sons, Wm.

FLOORING (Oak)

Long-Bell Lumber Company.

FRENCH IMPORTERS

Dalleas, William.

GEARS (Cut)

Eaton & Sons Ltd., J. R.
Smart-Turner Machine Company.

GLOVES

American Pad & Textile Co.
Clarke & Co. Ltd., A. R.
Eisendrath Glove Company.

GRATE BARS (Revolving)

Beveridge Paper Company.

GRAVITY LUMBER CARRIER

Canadian Mathews Gravity Carrier Co.

GRINDERS (Bench)

Bond Engineering Works
Garlock-Walker Machinery Co.

GUM

Aberdeen Lumber Company.
Anderson-Tully Company.
Brown & Company, Geo. C.
Cameron & Co., Ltd.
Hyde Lumber Company.
Long-Bell Lumber Company.
Memphis Band Mill Company.
Pedwell Hardwood Lumber Co.
Penrod-Jurden Company.
Powell-Myers Lumber Co.
Thoman-Flinn Lumber Company.
Wiggin Lumber Co., H. H.

HANGERS

Bond Engineering Works.

HARDWOODS (Basswood, Beech, Birch, Elm, Maple)

Aberdeen Lumber Company
Anderson Lumber Company, C. G.
Anderson-Tully Company
Atlantic Lumber Company.
Bartram & Ball
Bennett Lumber Co., Ltd.
Blakeslee, Perrin & Darling
Brand, J. B.
Brompton Pulp & Paper Co., Ltd.
Buffalo Hardwood Lumber Co.
Burstall & Company, J.
Cameron & Co., Ltd.
Cardinal & Page
Clark & Sons, Ltd., Edward.
Davison Lumber & Mfg. Company.
Dunfield & Co.
Eagle Lumber Co., Ltd.
Edwards & Co., W. C.
Elias & Bro., Inc., G.
Farris Hardwood Lumber Company.
Fassett Lumber Company.
Fesserton Timber Company.
Fraser Limited.
Gall Lumber Company.
Gillespie, James
Gloucester Lumber & Trading Co.
Grier & Sons, Ltd., G. A.
Hancock, T. H.
Hansen & Co., Reg'd., A. K.
Harquail Co., Ltd., J. & D. A.
Hart & McDonagh.
Heeney, Percy E.
Hyde Lumber Company.
Keenan Bros., Ltd.
Knox Brothers.

L. & H. Lumber Company.
Long-Bell Lumber Company.
Long Lumber Company.
Louise Lumber Company.
Mackay Ltd., W. Malcolm.
Martin, W. J.
McKean & Company, Geo.
McLean Lumber Company, Hugh
McLennan Lumber Company
Memphis Band Mill Company
Miller, Sturn & Miller.
Moore, Jr., E. J.
Muskoka Wood Mfg. Co., Ltd.
Nicholson & Co., E. M.
Oliver Lumber Company.
Parker & Page Company.
Pedwell Hardwood Lumber Company
Powell-Myers Lumber Co.
Quebec Lumber Company.
Riordan Pulp & Paper Co., Ltd.
Russell, Chas. H.
Savoie & Company
Sharples, W. & J.
Spencer, Limited, C. A.
Standard Chemical, Iron & Lumber Co. of Canada Ltd.
Standard Hardwood Lumber Co.
Stearns & Culver Lumber Co.
Stone Lumber Co., Ltd.
Sullivan & Company.
Summers, James R.
Taylor & Crate.
Taylor Lumber Company, S. K.
Thoman-Flinn Lumber Company.
Tyrer Co., Ltd., Colin C.
Union Lumber Company.
Wayagamack Pulp & Paper Co., Ltd.
Wayne Lumber Company.
Wiggin Lumber Company, H. H.
Yeager Lumber Co., Inc.

HARDWOOD FLOORING

Buffum, John.
Godfrey Company, L. N.
Hancock, T. H.
Laberge Lumber Co., Ltd.
Long-Bell Lumber Company.
Long Lumber Company.
Murray & Gregory, Ltd.
Muskoka Wood Mfg. Co., Ltd.
Rhodes, Curry Co., Ltd.

HARDWOOD FLOORING MACHINERY

American Woodworking Machinery Company.
Garlock-Walker Machinery Co.

HARNESSES

Beal Bros., Ltd.
Borbridge, S. & H.
Carson Co., Ltd., Hugh.
Horton & Son, Ltd., H.
Lamontagne Limited.
Wry-Standard Ltd., A. E.

HEMLOCK

Allen-Stoltze Lumber Co., Ltd.
Anderson Lumber Company, C. G.
Bartram & Ball
Booth, J. R.
Bourgouin, H.
Brompton Pulp & Paper Co., Ltd.
Callander Sawmills.
Cameron & Co. Limited.
Campbell, Welsh & Paynes
Canadian General Lumber Company
Cane & Co., Jas. G.
Conger Lumber Co., Ltd.
Davison Lumber & Mfg. Company.
Dobell & Co., Richard R.
Dunfield & Company.
Eagen, W. T.
Eagle Lumber Co., Ltd.
Edwards & Company, W. C.
Ellis Limited, H. M.
Federal Lumber Co., Ltd.
Fesserton Timber Co.
Foss Lumber Company.
Gillespie, James.
Godfrey Company, L. N.
Grier & Sons, Limited, G. A.
Hart & McDonagh.
International Land & Lumber Co., Ltd.

Lake Lumber Co., Ltd.
Long Lumber Company.
Mason, Gordon & Co.
McAuliffe, Davis Lumber Co.
McLennan Lumber Co., Ltd.
Murray & Gregory, Ltd.
Musgrave & Co., Ltd.
Muskoka Wood Mfg. Co., Ltd.
Rat Portage Lumber Co., Ltd.
Roray & Yeaman.
Savoie & Company.
Snowball Co., Ltd., J. B.
Spencer Limited, C. A.
Summers, Jas. R.
Terry & Gordon.
Tyrer Co., Ltd., Colin C.
Union Lumber Company.
Wayagamack Pulp & Paper Co., Ltd.
Woodstock Lumber Company.

HOISTING AND HAULING ENGINES

Canadian Allis-Chalmers
Garlock-Walker Machinery Co.
General Supply Co. of Canada, Ltd.
Marsh Engineering Works, Limited.

HORSES

Union Stock Yards.

HOSE

Dunlop Tire & Rubber Goods Co.
General Supply Co. of Canada, Ltd.
Goodyear Tire & Rubber Company.
Gutta Percha and Rubber Company.

INDUSTRIAL CARS

Marsh Engineering Works, Limited.

INSURANCE

Hardy & Co., E. D.
Rankin Benedict Underwriting Co.
Epperson Underwriting Co., U. S.

INTERIOR FINISH

Davidson's Sons, James.
Eagle Lumber Company.
Genoa Bay Lumber Co.
Hay & Co.
Hancock, T. H.
Mason, Gordon & Co.
Renfrew Planing Mills.
Terry & Gordon
Thurston-Flavelle Ltd.

KNIVES

Atkins & Company, E. C.
Disston & Sons, Henry.
Peter Hay Knife Co.
Ratcliffe Saw Mfg. Co. Ltd.
Simonds Canada Saw Company.

LATH

Austin & Nicholson.
Callander Saw Mills.
Campbell, McLaurin Lumber Co.
Canadian General Lumber Co.
Cane & Co., Jas. G.
Cardinal & Page.
Cedar Products Ltd.
Chaleurs Bay Mills.
Chicago Lumber & Coal Co.
Conger Lumber Co.
Copping, William.
Couture, Rheault Limited.
Cushing & Co., Ltd.
Dudley, Arthur N.
Dunfield & Co., Ltd.
Dupuis Limited, J. P.
Eagle Lumber Co.
Edwards & Co., Ltd., W. C.
Exchange Lumber Co., Reg.
Forest Mills of B. C. Ltd.
Fraser Limited.
Fraser-Bryson Lumber Co.
Genoa Bay Lumber Co.
Gloucester Lumber Co.
Godfrey Company, L. N.
Harris Tie & Timber Co., Ltd.
Hettler Lumber Co., Herman H.
Laberge Lumber Co., Ltd.
Long Lumber Company.
McLennan Lumber Company.
Mickle, Dymont & Son.
Miller Co., Ltd., W. H.
Miramichi Lumber Co.
Moore, Jr., E. J.
Murray & Gregory, Ltd.
Musgrave & Co., Ltd.
New Ontario Colonization Co.
Price Bros. & Co., Ltd.
Rideau Lumber Company, Ltd.
River Ouelle Pulp & Paper Co.
Savoie & Company.
Snowball Co. Ltd., J. B.
Spencer Limited, C. A.
Terry & Gordon.
Union Lumber Company.
Victoria Harbor Lumber Co.

LATH BOLTERS

Firstbrook Bros., Ltd.
Garlock-Walker Machinery Co.
General Supply Co. of Canada Ltd.
Green Company, G. Walter
Long Mfg. Co., Ltd., E.
Payette & Co., P.

LATH TWINE

Consumers' Cordage Co., Ltd.

LINK-BELT

Canadian Link-Belt Company.
Canadian Mathews Gravity Carrier Co.
Jeffrey Manufacturing Co.
Williams Machinery Co., Vancouver, B. C.

LOCOMOTIVES

Canadian Equipment Co., Ltd.
Climax Manufacturing Co.
Engineering & Machine Works of Canada, Limited.
Gartshore, John J.
General Supply Co. of Canada, Ltd.
Gilman & Co., R. T.
Jeffrey Manufacturing Company.
McGovern, T. J.
Montreal Locomotive Works.
Sessenwein Bros.

Canada Lumberman Buyers' Directory—(Continued)

LOCOMOTIVE CRANES

Canadian Equipment Co., Ltd.
Canadian Link-Belt Co., Ltd.

LOGGING ENGINES

Canadian Allis-Chalmers.
Canadian Equipment Co., Ltd.
Climax Mfg. Company Ltd.
Dunbar Engine & Foundry Co.
Engineering & Machine Works of
Canada, Limited.
Gilman & Co., R. T.
Marsh Engineering Works, Ltd.

LOG HAULERS

Canadian Allis-Chalmers.
Engineering & Machine Works of
Can. Ltd.
Green Company, G. Walter.

LOGGING CARS

Canadian Equipment Co., Ltd.
Dominion Wheel & Foundries, Ltd.
Gartshore, John J.
National Steel Car Co., Ltd.
Sessenwein Bros.

LOGGING MACHINERY AND EQUIPMENT

Canadian Allis-Chalmers.
Engineering & Machine Works of
Canada, Limited.
Gartshore, John J.
General Supply Co. of Can., Ltd.
Gilman & Co., R. T.
Hamilton Company, William.
Long Mfg. Co., Ltd., E.
Marsh Engineering Works, Ltd.
Pennoyer Company, J. C.
Sessenwein Bros.
Waterous Engine Works Co.

LOGGING TOOLS

Blenkhorn & Sons.
Campbell Bros.
McFarlane-Neill Mfg. Co., Ltd.
Peavey Mfg. Company.
Pink Co., Thos.

LUMBERMEN'S CLOTHING

Carss Mackinaw Clothing Co., Ltd.
Clarke & Co., Ltd., A. R.
Grant-Holden-Graham.
Woods Mfg. Co., Ltd.

LUMBER TRUCKS

Waterous Engine Works Company.

MAHOGANY

McLennan Lumber Co., Ltd.
Bennett Lumber Co., Ltd.

METAL REFINERS

Canada Metal Company.
Sessenwein Bros.

MOCCASINS AND SHOEPACKS

Beal Bros., Ltd.
Borbridge, S. & H.
Carson & Co., Ltd., Hugh.
Clarke & Co., Ltd., A. R.
Gendron Penetang Shoe-pack Mfg. Co.
Grant-Holden-Graham.
Palmer Company, Ltd., John.
Palmer-McLellan Shoe-pack Co., Ltd.
Wry-Standard Ltd., A. E.

MOLDINGS

Forest Mills of B. C. Ltd.
Genoa Bay Lumber Co.
Renfrew Planing Mills.
Rhodes, Curry Co., Ltd.
Rutherford & Sons, Wm.

MOTOR TRUCKS

Clyde Cars Company, Canada, Ltd.
Duplex Truck Company.
Ford Motor Co.
National Steel Car Co.
Ontario Motor Car Co., Ltd.

OAK

Aberdeen Lumber Co.
Anderson Lumber Co., C. G.
Anderson-Tully Company.
Atlantic Lumber Company.
Bennett Lumber Co., Ltd.
Brown & Company, Geo. C.

Cameron & Company, Ltd.
Chicago Lumber & Coal Co.
Farris Hardwood Lumber Co.
Gillespie, James.
Heeney, Percy E.
Hyde Lumber Company.
Long-Bell Lumber Company.
Long Lumber Company.
L. & H. Lumber Company.
MacKay, Ltd., W. Malcolm.
McLennan Lumber Co., Ltd.
Memphis Band Mill Company.
Moul Lumber Co., D. H.
Pedwell Hardwood Lumber Company.
Penrod-Jurden Company.
Powell-Meyers Lumber Co.
Russell, Chas. H.
Sharples, W. & J.
Summers, James R.
Taylor Lumber Co., S. K.
Thoman-Flinn Lumber Co.
Wiggin Lumber Company.
Wistar, Underhill & Nixon.

OAKUM

Stratford Oakum Co., Geo.

OIL CLOTHING

Leckie, Limited, John.

OLD IRON AND BRASS

Garson & Company, Frank O.
Sessenwein Bros.

PACKING

Atlas Asbestos Company Ltd.
Dunlops Tire & Rubber Goods Co.
Gutta Percha and Rubber Company.

PAPER

Bowater & Sons, W. V.
Brompton Pulp & Paper Co., Ltd.
Price Bros. & Co., Ltd.
R'ordon Pulp & Paper Co., Ltd.
Wayagamack Pulp & Paper Co., Ltd.

PAPER MILL MACHINERY

Bowater & Sons, W. V.

PILLOW BLOCKS

Bond Engineering Works

PINE

Anderson Lumber Company, C. G.
Atlantic Lumber Co.
Austin & Nicholson
Bathurst Lumber Co., Ltd.
Beck Mfg. Co., Ltd., C.
Bennett Lumber Co., Ltd.
Booth, J. R.
Bourgouin, H.
Brompton Pulp & Paper Co., Ltd.
Buffum, John
Burstall & Co., J.
Callander Sawmills.
Cameron & Co.
Canadian General Lumber Company.
Canadian Western Lumber Co.
Cane & Co., Jas. G.
Cardinal & Page.
Cedar Products, Limited.
Chew Brothers.
Chicago Lumber & Coal Company.
Clark & Sons, Ltd., Edward.
Cleveland-Sarnia Sawmills Company
Colonial Lumber Co., Ltd.
Conger Lumber Co., Ltd.
Cossette, Alfred.
Cushing & Co., Ltd.
Davison Lumber & Mfg. Co.
Department of Lands (British Columbia).
Dobell & Co., Richard R.
Dominion Lumber & Timber Co., Ltd.
Donogh & Co., John.
Donovon, J. M.
Dudley, Arthur N.
Dunfield & Company.
Eagen, W. T.
Eagle Lumber Company.
Edwards & Co., W. C.
Elgie & Jarvis Lumber Co., Ltd.
Ellis, Limited, H. M.
Excelsior Lumber Company.
Exchange Lumber Co., Reg.
Federal Lumber Co., Ltd.
Fesserton Timber Company.
Forest Mills of British Columbia, Ltd.

Foss Lumber Co., Ltd.
Fraser-Bryson Lumber Company.
Fraser Limited.
Gillies Brothers Limited.
Gloucester Lumber Company.
Godfrey Company, L. N.
Goodday & Co., H. R.
Gordon & Co., George.
Grier & Sons, Limited, G. A.
Harris Tie & Timber Co., Ltd.
Hart & McDonagh.
Hettler Lumber Company, Herman H.
Hope Lumber Company.
Keenan Bros., Ltd.
Leak & Co., Ltd.
Long-Bell Lumber Company.
Long Lumber Company.
MacKay, Ltd., W. Malcolm.
Mason, Gordon & Co.
McAuliffe Davis Lumber Co.
McFadden & Malloy.
McKean & Co., Geo.
McLennan Lumber Company.
Mickle, Dymont & Son.
Miller Co., Ltd., W. H.
Miramichi Lumber Company.
Montreal Lumber Company.
Moore, Jr., E. J.
Muir & Kirkpatrick.
Murray & Gregory, Ltd.
Musgrave & Co., Ltd.
Oliver Lumber Company.
Parry Sound Lumber Company.
Read Bros., Ltd.
Rideau Lumber Co. Ltd.
Russell, Chas. H.
Sharples, W. & J.
Shearer Company, Jas.
Snowball Co., Ltd., J. B.
Spencer Limited, C. A.
Summers, James R.
Terry & Gordon.
Tyrer Co. Ltd., Colin C.
Union Lumber Company.
Watson & Todd, Limited.
Wayagamack Pulp & Paper Co., Ltd.
Williams Lumber Company.
Wistar, Underhill & Nixon.
Woodstock Lumber Company.
Wuichet, Louis.
Young Lumber Company.

PIT PROPS

International Land & Lumber Co., Ltd.

PLANING MILL EXHAUSTERS

Garlock-Walker Machinery Co.
Sheldons Limited.
Toronto Blower Co.

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American Woodworking Machinery Company.
Canada Machinery Corporation Ltd.
Garlock-Walker Machinery Co.
Mershon & Company, W. B.
Petrie, Ltd., H. W.
Preston Woodworking Machinery Co.
Sheldons Limited.
Toronto Blower Company.
Yates Machine Company, P. B.

PORK PACKERS

Davies Company, William.
Harris Abattoir Company.

PORTABLE HOUSES

Davidson's Sons, James.
Murray & Gregory, Ltd.

POSTS AND HOLES

Auger & Company.
Canadian Tie & Lumber Co., Ltd.
Dupuis Limited, J. P.
Eagle Lumber Company.
Empire Timber & Tie Company
Excelsior Lumber Company.
Harris Tie & Timber Co., Ltd.
Jacobi & Co., Don. H.
Long-Bell Lumber Company.
Long Lumber Company.
Mason, Gordon & Co.
Riordon Pulp & Paper Co., Ltd.
Savoie & Company.
Terry & Gordon.
United Pole Co., Ltd.

PULLEYS AND SHAFTING

Bernard Industrial Co., Ltd.
Bond Engineering Works.
Canadian Link-Belt Company.
Engineering and Machine Works of
Canada, Ltd.
Garlock-Walker Machinery Co.
General Supply Co. of Canada, Ltd.
Green Company, G. Walter.
Hamilton Company, William.
Jeffrey Mfg. Co.

PULP MILL MACHINERY

Canadian Link-Belt Company, Ltd.
Engineering & Machine Works of
Canada, Ltd.
Hamilton Company, William.
Jeffrey Manufacturing Company.
Waterous Engine Works Company.

PULPWOOD

Auger & Son, Ltd.
Austin & Nicholson.
Couture, Rheault Limitee.
Miller Co., Ltd., W. H.
Miramichi Lumber Company.
Price Bros. & Co., Ltd.
Quebec Lumber Company.
River Ouelle Pulp & Lumber Co.
Savoie & Company.

PUMPS

Engineering & Machine Works of
Canada, Ltd.
General Supply Co. of Canada, Ltd.
Hamilton Company, William.
Smart-Turner Machine Company.
Waterous Engine Works Company.

RAILS

Gartshore, John J.
Gilman & Co., R. T.
Sessenwein Brothers.

ROOFINGS (Rubber, Plastic and Liquid)

Beveridge Paper Company.
Brantford Roofing Co., Ltd.

ROPE (Wire and Manilla)

Leckie, Limited, John.

RUBBER GOODS

Atlas Asbestos Company
Dunlop Tire & Rubber Company
Goodyear Tire & Rubber Company
Gutta Percha & Rubber Company

SASH

Booth, J. R.
Davidson's Sons, James.
Eagle Lumber Co., Ltd.
Genoa Bay Lumber Company.
Hancock, T. H.
Renfrew Planing Mills.
Rhodes, Curry Co., Ltd.

SAWS

Atkins & Company, E. C.
Disston & Sons, Henry.
General Supply Co. of Canada, Ltd.
Gerlach Company, Peter.
Green Company, G. Walter.
Hoe & Company, R.
Radcliff Saw Mfg. Co., Ltd.
Shurly-Dietrich Company.
Simonds Canada Saw Company.

SAW MILL LINK-BELT

Williams Machinery Co., A. R., Vancouver.

SAW MILL MACHINERY

Bay City Foundry and Machine Co.
Canadian Link-Belt Company, Ltd.
Dunbar Engine & Foundry Co.
Firstbrook Brothers.
General Supply Co. of Canada, Ltd.
Haight, W. L.
Hamilton Company, William.
Huther Bros. Saw Mfg. Company.
Jeffrey Manufacturing Co.
Long Manufacturing Company, E.
Mershon & Company, W. B.
Parry Sound Lumber Company.
Payette Company, P.
Waterous Engine Works Company.
Yates Machine Co., P. B.

Canada Lumberman Buyers' Directory — (Continued)

SHEATHINGS

Beveridge Paper Company.
Brantford Roofing Co., Ltd.
Goodyear Tire & Rubber Co.
Rhodes, Curry Co., Ltd.

SHINGLE MACHINES

Marsh Engineering Works, Limited.

SAW MANDRELS

Bond Engineering Works.

SAWMILL LINK-BELT

Canadian Link-Belt Company.

SAW SHARPENERS

Garlock-Walker Machinery Co.
Waterous Engine Works Company.

SAW SLASHERS

Waterous Engine Works Company.

SHINGLES

Allen-Stoltze Lumber Co.
Bathurst Lumber Co., Ltd.
British America Mills and Timber Co., Ltd.
Brompton Pulp & Paper Co., Ltd.
Campbell-MacLaurin Lumber Co.
Cardinal & Page.
Cedar Products, Limited.
Chaleurs Bay Mills.
Chicago Lumber & Coal Company.
Copping, William.
Couture, Rheault Limitee.
Cushing & Co., Ltd.
Department of Lands, (British Columbia).
Dominion Lumber & Timber Company.
Dominion Timber Products, Ltd.
Edwards & Co., Ltd., W. C.
Exchange Lumber Co., Reg.
Federal Lumber Co., Ltd.
Forest Mills of British Columbia, Ltd.
Foss Lumber Company.
Fraser Limited.
Genoa Bay Lumber Company.
Gillespie, James.
Gloucester Lumber Company.
Godfrey Company, L. N.
Harris Tie & Timber Company, Ltd.
Heeney, Percy E.
International Land & Lumber Co., Ltd.
Laberge Lumber Co., Ltd.
Long Lumber Company.
Lovering, W. J.
Mason, Gordon & Co.
McLennan Lumber Co.
Mickle, Dymont & Son.
Miller Co., Ltd., W. H.
Miramichi Lumber Company.
Musgrave & Co., Ltd.
Price Bros. & Co., Ltd.
Reynolds Timber, Shipping & Insurance Agency.
Rideau Lumber Co., Ltd.
Riordon Pulp & Paper Co., Ltd.
Shingle Agency of B. C.
Snowball Co., Ltd., J. B.
Terry & Gordon.
Thurston-Flavelle, Ltd.
Timms, Phillips & Co.
Vancouver Lumber Company.
Victoria Lumber & Mfg. Co.

SHINGLE AND LATHE MACHINERY

Dunbar Engine and Foundry Co.
Garlock-Walker Machinery Co.
Green Company, C. Walter.
Hamilton Company, William.
Long Manufacturing Company, E.
Payette Company, P.
Smith Foundry Co., Ltd.

SILENT CHAIN DRIVES

Canadian Link-Belt Company, Ltd.

SLEEPING ROBES

Woods Manufacturing Co., Ltd.

SMOKESTACKS

Marsh Engineering Works, Limited.
Waterous Engine Works Company.

SNOW PLOWS

Pink Company, Thos.

SPARK ARRESTORS

Engineering and Machine Works of Canada, Limited.
Waterous Engine Works Company

SPRUCE

Allen-Stoltze Lumber Co., Ltd.
Austin & Nicholson.
Bartram & Ball.
Bathurst Lumber Co., Ltd.
Beck Mfg. Company, Ltd., C.
Bennett Lumber Co., Ltd.
Booth, J. R.
Bourgouin, H.
Brand, J. B.
Brompton Pulp & Paper Co., Ltd.
Cameron & Co., Limited.
Campbell, Welsh & Paynes.
Canadian Western Lumber Co.
Cane & Co., Jas. G.
Cardinal & Page.
Cedar Products, Limited.
Chaleurs Bay Mills.
Clark & Sons, Ltd., Edward.
Cossette, Alfred.
Couture, Rheault Limitee.
Cushing & Co., Ltd.
Davison Lumber & Mfg. Company.
Department of Lands (British Columbia).
Dobell & Co., Richard R.
Dominion Lumber & Timber Co., Ltd.
Donogh & Co., John.
Donovan, J. M.
Dudley, Arthur N.
Dunfield & Company.
Eagle Lumber Co., Ltd.
Edwards & Co., Ltd., W. C.
Ellis, Limited, H. M.
Excelsior Lumber Company.
Exchange Lumber Company.
Fesserton Timber Co., Ltd.
Foss Lumber Company.
Fraser Limited.
Fraser-Bryson Lumber Company.
Gillies Brothers.
Gloucester Lumber & Trading Co.
Godfrey Company, L. N.
Goodday & Co., H. R.
Grant & Campbell.
Grier & Sons, Limited, G. A.
Hansen & Co., Reg., A. K.
Harquail Co., Ltd., J. & D. A.
Hart & McDonagh.
Hendun Lumber Co., Ltd.
International Land & Lumber Co., Ltd.
King Bros. Ltd.
Lauder, Spears & Howland.
Lloyd, W. Y.
Long Lumber Company.
Louise Lumber Co., Ltd.
Mackay Limited, W. Malcolm.
Mason, Gordon & Company.
McAuliffe Davis Lumber Company.
McKean & Co., Geo.
McLennan Lumber Company.
Mickle, Dymont & Son.
Miller Company, Limited, W. H.
Miramichi Lumber Company.
Montgomery & Sons Co., Ltd.
Muir & Kirkpatrick.
Murray & Gregory, Limited.
Musgrave & Company, Limited.
Muskoka Wood Mfg. Company, Ltd.
New Ontario Colonization Company.
Nicholson & Company, E. M.
Oliver Lumber Company.
Price Bros. & Company, Limited.
Quebec Lumber Company.
Read Bros., Ltd.
Rideau Lumber Co., Ltd.
Riordon Pulp & Paper Co., Ltd.
River-Quelle Pulp & Lumber Co.
Roray & Yeaman.
Russell, Chas. H.
Savoie & Company.
Service Lumber Co., Ltd.
Sharples, W. & J.
Shearer Company, Jas.
Timms, Phillips & Co., Ltd.
Union Lumber Company.
Young Lumber Company.

STEAM PLANT ACCESSORIES

Mason Regulator & Engineering Co., Ltd.
Waterous Engine Works Company.

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STEEL CHAIN

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Jeffrey Manufacturing Company.
Waterous Engine Works Company.

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Smart-Turner Machine Company.

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Carson Co., Ltd., Hugh.

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TARPAULINS

Grant-Holden-Graham, Ltd.
Turner & Sons, J. J.
Woods Manufacturing Co., Ltd.

TENTS

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Turner & Sons, J. J.
Woods Mfg. Company, Limited.

TIES

Auger & Company.
Austin & Nicholson.
Canadian Tie & Lumber Co., Ltd.
Cedar Products, Limited.
Chaleurs Bay Mills.
Couture, Rheault Limitee.
Dunfield & Company, Limited.
Eagle Lumber Company, Limited.
Empire Timber & Tie Company.
Fraser Companies, Limited.
Gloucester Lumber & Trading Co.
Harris Tie & Timber Company, Ltd.
McLennan Lumber Company.
Musgrave & Company, Limited.
Price Bros. & Co., Ltd.
Rideau Lumber Company, Limited.
Snowball Company, Limited, J. B.
Terry & Gordon.

TIMBER BROKERS

Bradley, R. R.
Cant & Kemp.
Farnworth & Jardine.
Hillas & Company, W. N.
Hunter, Herbert F.
Smith & Tyrer, Limited.

TIMBER CRUISERS AND ESTIMATORS

Coolidge & Carlisle.
Sewall, James W.

TIMBER LANDS

Bradley, R. R.
Department of Lands (Ontario).
Department of Lands (Quebec).
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Keate, W. L.
Laurence Company, Frank W.
Parry Sound Lumber Co., Ltd.

TIME RECORDERS

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TOWING MACHINERY

Corbet Foundry & Machine Co., Ltd.
Kennedy & Sons, Ltd., Wm.

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Canadian Link-Belt Company, Ltd..
Chapman Double Ball Bearing Co., Ltd.
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Jeffrey Manufacturing Company.
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TRIMMERS

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Canada Machinery Corporation Ltd.
Garlock-Walker Machinery Co.
Green Company, C. Walter.
Waterous Engine Works Company.

TUGS

West & Peachey.

TURBINES

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Hamilton Company, William.
Kennedy & Sons, Ltd., Wm.

VALVES

Mason Regulator & Engineering Co.

VENEERS

Anderson-Tully Company.
Cameron & Company, Limited.
Hay & Company, Limited.
Pennod-Jurden Company.
Webster & Brother, James.

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VENEER MACHINERY

Coe Manufacturing Company.
Garlock-Walker Machinery Co.
Philadelphia Textile Machinery Co.

VETERINARY REMEDIES

Dr. Bell Veterinary Wonder Co.
Johnson, A. H.

WALNUT

Atlantic Lumber Company.
Burstall & Company, J.
Cincinnati Walnut Lumber Company.
Farris Hardwood Lumber Company.
Taylor Lumber Co., S. K.

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Mershon & Company, W. B.
Oxford Foundry & Machine Co., Ltd.
Petrie, Ltd., H. W.
Preston Woodworking Machinery Co.
Waterous Engine Works Company.
Yates Machine Company, P. B.

WOOD PULP

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Booth, J. R.
Brompton Pulp & Paper Co., Ltd.
Davison Lumber & Mfg. Co., Ltd.
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Fraser Companies, Ltd.
Jost Company, Limited.
Miller Company, Limited, W. H.
Miramichi Lumber Company.
New Ontario Colonization Company.
Price Bros. & Co., Ltd.
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Wayagamack Pulp & Paper Co., Ltd.

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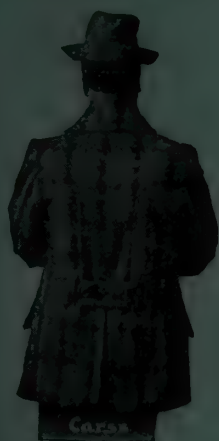
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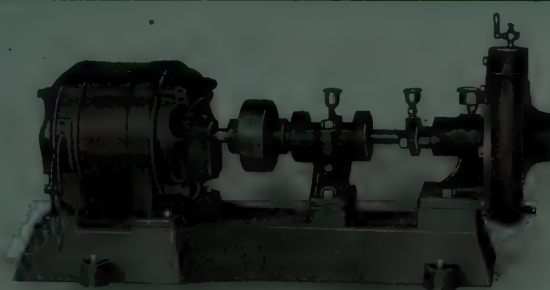
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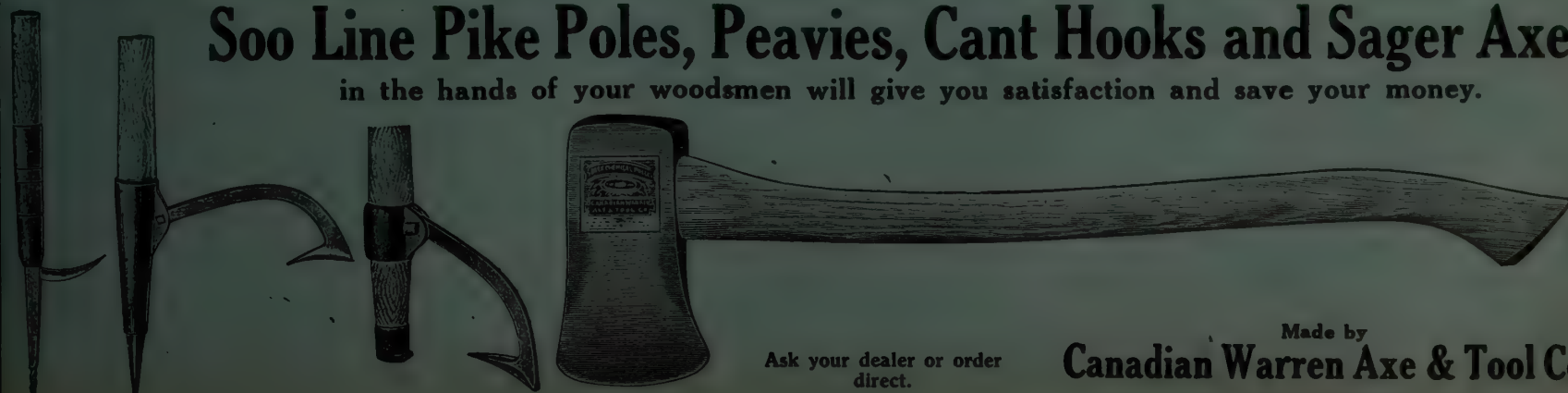
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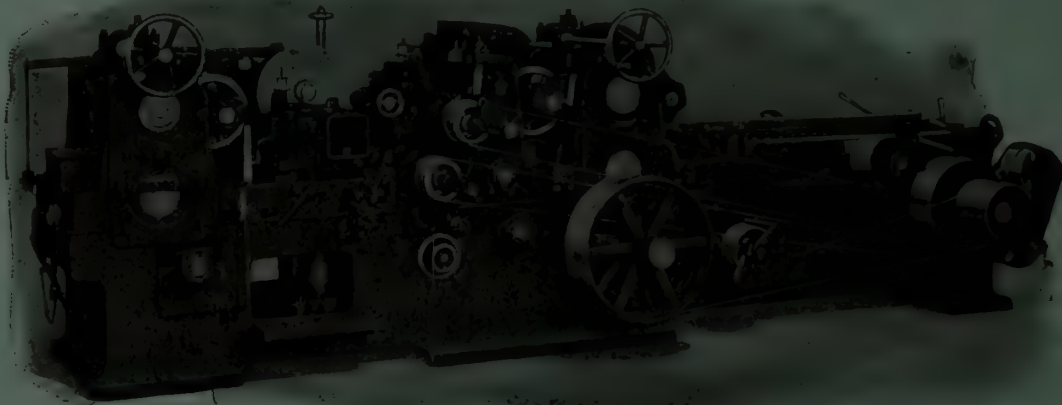
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A Rotary and Gang at Mill Village, N.S.	" 40,000 ft. per day	A Dry Kiln at Bridgewater, N.S.,	" 100,000 ft. per day
A Rotary and Gang at Bridgewater, N.S.,	" 80,000 ft. per day	A Chipping Mill at Bridgewater, N.S.,	" 100 cords per day
A Planing Mill at Bridgewater, N.S.,	" 100,000 ft. per day	A Ground Wood Pulp Mill at Charleston, N.S.,	Capacity 40 tons Spruce Pulp per day.

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3 ply $\frac{1}{4}$ " and 5 ply $\frac{3}{8}$ "

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2000 pcs. No. 1 Hardwood Flat Ties, 6 x
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100,000 ft. Oak and Chestnut Switch Ties,
7 x 9—8 to 16'

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California Sugar Pine
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1 x 7	160,000	1 x 12	20,000
1 x 8	250,000	2 x 4	15,000
1 x 9	160,000	2 x 8	25,000

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1 in.	44,900	27,000	22,000		18 in. & up	1 & 2 13 in. & up		1 in.	14,000	3,100		1 1/4 in.	1,200	1,300	(600)		
1 1/4 in.	34,500	5,300	6,200	% in.	9,600			1 1/4 in.	100	300	200	1 1/2 in.	150	400	350		
1 1/2 in.	11,500			1 in.	16,200	41,000	11,600	1 1/2 in.	250	200	100	2 in.	5,000	9,300	2,000		
2 in.	800	10,000		1 1/4 in.	2,800		15,000	2 in.	300	800	500	2 1/2 in.	7,350	21,600	10,700		
				1 1/2 in.	4,300	2,600	8,000	3 in.	110	120	250	3 in.	7,000	5,000			
				2 in.		15,600	13,000	4 in.		500	1,250	4 in.		5,500			
				2 1/2 in.		20,800	24,000							200			
				3 in.		5,900	32,600										
				4 in.		31,000											
WHITE ASH				Stained Saps				CHERRY				PLAIN RED OAK					
	Clear Strips	No. 1 Com.	No. 2 Com.		Clear Strips	No. 1 Com.	No. 2 Com.		1 & 2 Strips	No. 1 Com.	No. 2 Com.		1 & 2 Strips	No. 1 Com.	No. 2 Com.		
1 in.	17,300	110,000	89,000	% in.	28,300	2,600		1 in.	154,000	24,000	129,200	59,500	3/4 in.	30,200			
1 1/4 in.	62,000	15,000	20,000	1 in.	23,600	88,900	59,300	1 1/4 in.		600	400	3/4 in.	97,000		3,400		
1 1/2 in.	73,900	7,200	82,000	1 1/4 in.	8,600	11,600	6,000	1 1/2 in.	32,000	12,700	63,300	1 in.	11,000		19,700		
2 in.	28,300	500	79,000	1 1/2 in.	7,700	31,000	20,700	2 in.	4,100	14,200	10,000	1 in.	256,200	2,700	7,500		
2 1/2 in.	7,000		6,500	2 in.	5,000	153,500	20,500	2 1/2 in.	4,500		800	1 1/4 in.	41,700	2,400	7,000		
3 in.	20,000		23,500	2 1/2 in.		9,300		3 in.	3,500		2,300	1 1/2 in.	68,900	4,300	8,200		
4 in.	4,500		6,300	3 in.		40,000	32,000	4 in.	2,900		1,600	2 in.	46,100		45,800		
BASSWOOD				QUARTERED POPLAR				CHESTNUT				PLAIN WHITE OAK					
	Clear Strips	No. 1 Com.	No. 2 Com.		Clear No. 1 No. 2 No. 3					1 & 2 Strips	No. 1 Com.	No. 2 Com.		1 & 2 Strips	No. 1 Com.	No. 2 Com.	
1 in.	1,700	2,200	120,000	1 in.	4,400	500			1 in.	193,900	7,700	26,300	69,500	3/4 in.	23,400		11,900
1 1/4 in.	144,300	12,000	146,500	1 1/4 in.	250				1 1/4 in.	88,800	1,300	31,200	61,200	1/2 in.	11,300		800
1 1/2 in.	28,600		14,800						1 1/2 in.	22,700		1,000		5 1/2 in.	11,150		
2 in.	16,200		40,000						2 in.	9,200		43,300	107,200	3 in.	31,900		5,000
2 1/2 in.	75,000		25,900						2 1/2 in.	1,700		250		1 in.	188,300		8,000
3 in.	550		12,500						3 in.	16,000		300		1 1/4 in.	65,300		10,000
TENNESSEE SCENTED RED CEDAR				POPLAR SQUARES				RED GUM				QUARTERED RED OAK					
	1 & 2 Strips	No. 1 Com.	No. 2 Com.		1 & 2	No. 1 Com.	No. 2 Com.		1 & 2	No. 1 Com.	No. 2 Com.		1 & 2 Strips	No. 1 Com.	No. 2 Com.		
1 in.	7,100	4,800	500	4 x 4				1 in.	74,300	8,200		1 in.	72,200	41,300	38,000		
1 1/4 in.	4,400			5 x 5	1,900			1 1/4 in.	24,200	11,200		1 1/4 in.	500		3,900		
QUARTERED WHITE OAK				6 x 6	450	4,200		1 1/2 in.	9,000	11,300		2 in.	1,000		7,400		
	Clear Strips	No. 1 Com.	No. 2 Com.	8 x 8				2 in.	30,100	4,800							
1/2 in.	84,500	25,400	118,600														
3/4 in.																	
1 in.	67,400	7,800	8,000														
1 1/4 in.	1,000		300														
1 1/2 in.	1,500		2,300														
2 in.	6,500	350	5,100														
2 1/2 in.	800																

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2—Waterous log unloaders or kickers, 3 arms, 10 in. cylinders.
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48—live rolls about 8 ft. long by 10 in. dia.; extra heavy, sprocket drive.
20—High cars with roller tops, 24 in. heavy wheels on 3 in. axles, standard gauge.
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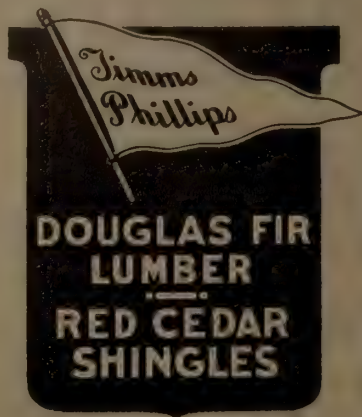
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Can cut to order Spruce and White Pine Timbers

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Also have

Lumber, Lath and Shingles

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Manufacturer and Wholesaler

Mills at—

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Are You Interested ?

100 M 4/4 No. 1 Common and Better.
50 M 4/4 No. 1 Common, 7" and wider.
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30 M 5/4 No. 2 Common and Better.
70 M 6/4 No. 1 Common and Better.
15 M 8/4 Firsts and Seconds.
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20 M 8/4 No. 2 Common.
Also Soft Elm, Birch, Basswood, Soft Maple.

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Lumber Company
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Manufacturers of

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A sale is already half made when the customer comes into the yard. He came for lumber or he wouldn't be there.

A sale is Nine-Tenths made when the customer comes into the yard with his mind made up to buy a certain brand of lumber — a lumber he has already posted himself about from reading the manufacturer's advertisements in magazines and farm and technical publications.

The entire product of The Long-Bell Lumber Company, largest producer of Southern Pine in the United States, bears this trade-mark brand on every piece—

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The Mark on Quality Lumber

In twenty-nine leading publications, all of national circulation, this company is calling attention to its lumber and creosoted products. An actual demand for Long-Bell Lumber is being built up in the minds of thousands of lumber users. The world today is asking for advertised goods—goods that bear the name of the maker.

The Long-Bell Lumber Company

Manufacturer of Southern Pine, Hardwood, Oak Flooring, Creosoted Lumber, Ties, Posts, Pole^s, Piling and Wood Blocks

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Milling in Connection

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Soft, Dry Stock, Finest Grades—
All Thicknesses— 4/4, 5/4, 6/4, 8/4, 10/4, 12/4

Yellow Pine Finish

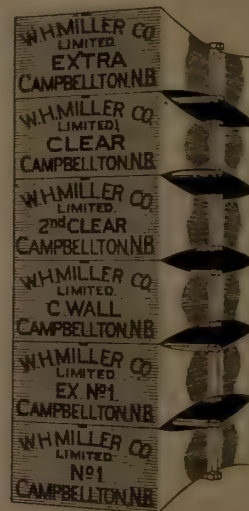
Kiln Dried, Soft, Short Leaf Kind

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Also OAK, ASH, POPLAR, GUM

WISTAR, UNDERHILL & NIXON

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Shipments by Rail and Water.

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Campbellton, N. B.

Dominion Lumber & Timber Company, Limited

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 in Large or Small Blocks

**FOR
 SALE**

THE undersigned offer for sale, in large or small blocks all their remaining timber lands and town property situated in the town of Parry Sound, Ont.

We have sold quite a number of timber parcels but still have some good bargains left in Townships of McDougall, Foley, McKellar, Monteith, Carling, Christie, McConkey, Mills, Allen, Secord, Falconbridge and Street.

**Special
 Prices**

Special bargains in the Townships of Falconbridge and Street for small mills.

The Parry Sound Lumber Co.
 26 Ernest Ave. Limited
 Toronto, Canada

Island Soft Douglas Fir

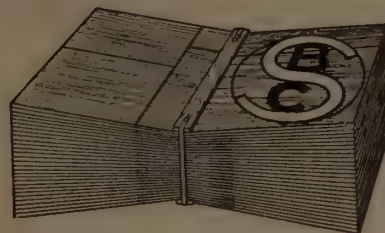
well manufactured into

TIMBERS of any size or any kind.
SAWN CLEARS (kiln dried) for factory purposes.
FINISHED CLEARS or **COMMONS** for yard trade
 (made to special sizes when desired)

Carefully graded and shipped under P.C.L.I. certificate.

CEDAR, HEMLOCK, SPRUCE, SHINGLES

McELROY LUMBER COMPANY Limited
 Credit Foncier Building - - VANCOUVER, B.C.



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**THERE'S BIG
 BUSINESS AHEAD**

—by co-operation we can land it
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ENQUIRIES coming to our office indicate there's going to be a lot of building this year—in the cities—in the rural districts.

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Get in touch with us. We'll supply you with mighty attractive display cards—with literature that will interest your customers.

Issued by the Publicity Section
Shingle Agency of British Columbia
 Standard Bank Building
VANCOUVER B. C.



An Illustration that shows the Customer one of the many advantages of the Shingle Roof

Atlantic Lumber Company HARDWOODS

WEST VIRGINIA SOFT RED AND WHITE OAK
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Prompt Shipment { From Buffalo Yards or
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Established 1881

All Kinds of Hardwood Lumber

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A stock of 18,000,000 to 20,000,000 feet of hardwoods
carried at all times at our two big Buffalo Yards

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Rail or Cargo Shipments

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We Specialize in Brown Ash and Elm

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Yeager Lumber Company, Inc.

SPECIALTIES

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B Buffalo U Hardwood F Lumber F Dealers A L O

Buffalo Hardwood Lumber Co.

940 Seneca St.

We specialize in White Ash, Plain Oak, Qtd. Oak,
Maple and Poplar. We also carry a complete stock of
Native Hardwoods.

Blakeslee, Perrin & Darling

A Complete Stock of Seasoned Hardwoods

including Ash, Basswood, Birch, Cherry, Chestnut,
Cypress, Elm, Gum, Hickory, Maple, Plain and
Quartered Oak, Poplar and Walnut.

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Soft White Pine Shop

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Our Maple is especially selected for use in Automobile, Vehicle and Implement work. With it you can be certain of building a high value into your product.

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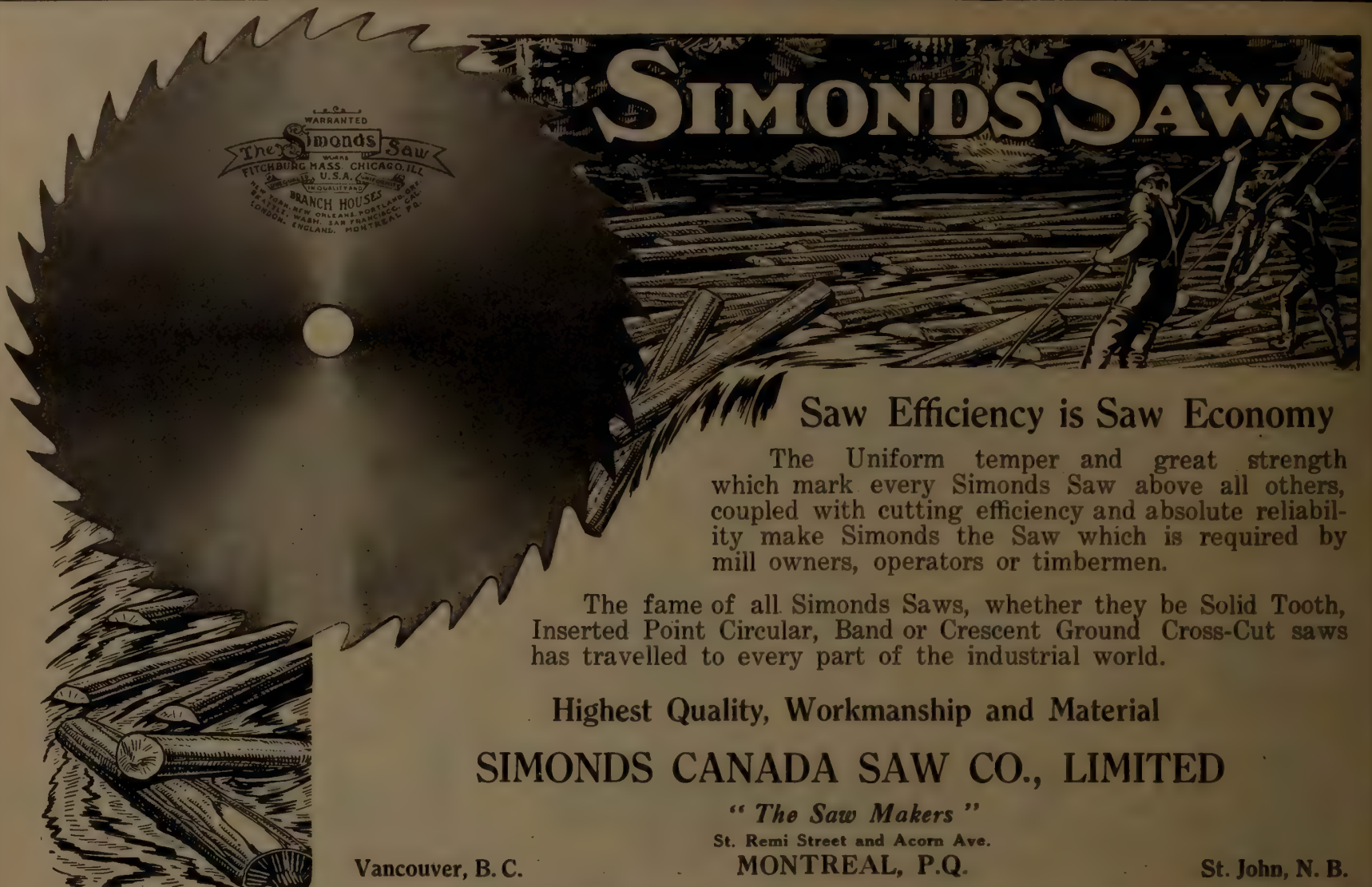
BETSON PLASTIC FIRE BRICK. Makes a one-piece lining or arch in the boiler. The finest repair material for broken arches or side walls.

BETSON HI-HEAT CEMENT. For laying up Fire Brick for hard service. Also successfully used as a facing for fire brick in the boilers.

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Highest Quality, Workmanship and Material

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Vancouver, B. C. St. John, N. B.

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EXPENSE—TODAY**

**LONG CLEAR BACON
BARRELED PORK
SAUSAGE
DAVIES PURE LARD
"PEERLESS" SHORTENING
MINCEMEAT, ETC.**

THE WILLIAM DAVIES COMPANY LIMITED

MONTREAL

TORONTO

WINNIPEG

Canada Lumberman

and Woodworker

Issued on the 1st and 15th of every month by

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Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

Authorized by the Postmaster-General for Canada, for transmission as second-class matter.

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Vol. 39

Toronto, May 15, 1919

No 10

Canada's Opportunity in Britain's Timber Requirements

Canada has now a great opportunity to make herself felt in the timber trade of the world. It rests with the members of the industry themselves to see that full advantage is taken of the favorable situation which has been comprehensively presented by Sir James Ball, British Timber Controller, and Mr. Montague L. Meyer. They pointed out that one way to strengthen the demand for Canadian forest products was to give the buyer the sizes and grades that he desires. Their visit to the Dominion has awakened new interest in the possibilities of a big market for Canadian forest products.

One can always learn something from the other fellow if not blinded by bigotry, selfishness or jealousy, and there are certain ways in which the Swedish manufacturers put up their stock which might be emulated by the Canadian producers. These methods are economical and attractive, and the markings are such as have appealed to the English buyer, particularly in the construction of houses.

The question which remains uppermost in the situation, however, is that of transportation. It is hoped that as the season advances, more space will be available. There is no reason why Canada could not supply four or five times as much in the line of wood goods to the British market, as she did before the war. The way has been clearly shown, and the truth was driven home by the British visitors, that on a fair basis the Dominion has no cause for fear. If practical results on a large scale are to be attained, the outcome rests upon the initiative, enterprise and aggressiveness of the individual Canadian lumberman and exporter.

The British Government has purchased about 800,000,000 feet of timber in Canada for commercial purposes, and certainly has done its part in relieving the country of surplus stocks of white and red pine, spruce and fir and making the local market that much better and stronger. The export business is looming large in Canada

at this juncture. Now is the critical moment for the Dominion to build up a strong established connection in foreign fields. The present is a period for action. Great developments hinge upon the way matters shape during the next few months. The call is insistent, the field is ripe, and it only remains for the harvesters to go forth, confident in the superiority of their product, the soundness of their methods and the satisfactory nature of their service.

Why Lumber Prices Will Continue at Present High Levels

The individual who thought that the price of lumber would come down after the war, has been sadly mistaken in his calculations. He did not take into account the world-wide restlessness, the many new demands, and the exactions which seem to be affecting all industrial classes at the present juncture. Wages have been on the increase and are likely to go higher. By reason of the excessive cost of foodstuffs, it is necessary that the worker obtain more liberal recognition in return for his labor, if he is to make ends meet and bring up his family in any degree of comfort. Signs are multiplying on every side that the days of low values and cheap commodities are things of the past. A higher level has been struck and a new era ushered in. Whether with the increased wages and the augmented cost of living, the wage earner is any better off at the present time than if he received only one-half his present allowance and paid out about the same ratio for rent, fuel, food, etc., as in pre-war days, is a problem which economists have not solved satisfactorily. In the end the net results will be the same. While more is secured, more has to be poured out for the necessities of life, and with the growing acuteness of the situation, the most perplexing problem of the present day, on the part of the wage earner, appears to be in getting a dollar or two ahead of the game. There has been a disposition on the part of certain individuals to think that the values of materials will fall, that lumber will come down in price, that any construction now undertaken is a costly experience, and in the words of the old song, the attitude of "better bide a wee" should prevail.

So far as the horizon can be scanned, it would seem that there will be no amelioration of present conditions, that values are likely to ascend rather than descend, and the sooner one wakes up to a knowledge of this fresh state of affairs and realizes that conditions of the past will never return, the better it will be all around for the prosperity of the community and the welfare of each individual.

A student of the situation propounds the questions: "Do you think the price of building material will be lower, and answers it in the following cogent and comprehensive manner: "We believe prices will continue at their present level, or higher, until labor costs and railroad rates are materially reduced and we do not see any prospects of a reduction in either. Lumber costs are made up largely of labor and freight charges. When talking to your customers try and impress upon them the fact that prices are not going to be lower and that they will save nothing by postponing building. The sentiment is: 'Build Now.'"

In this connection special emphasis is put upon the value of selling service, and by this means strengthening the hold which the average retail lumber dealer has upon his customers. Just what service consists of is clearly outlined in the following:

"We believe it will consist of knowledge of the wants of your customers and how you can best supply them. It will consist in knowing more about the building business than your customer, which puts you in position to advise him and help him make up his mind. Only a few men know exactly what they want, and these few made up their minds as the result of what they had read or had told to them. It will consist of knowing just what is the best material for certain uses so you will not let your customer buy something not suited to his needs, something that will not give satisfaction. It is a shortsighted policy to sell high priced material when a cheaper grade would serve the purpose just as well. Nothing you can do will do more to convince your customer of your determina-

tion to serve him to his best interests than to save him money by such a suggestion. The people as a whole are inclined to think our one desire is to sell them all the high priced goods they will buy, but it should be our aim to sell them the most satisfactory goods for the lowest prices.

"This does not mean that you should attempt to reduce grades or lower the price on all bills you figure. Where a man wants a good house and is willing to pay for the best of everything, by all means sell it to him, but if he orders "C" select for a purpose that No. 3 would be just as serviceable, it would be a mistake not to call his attention to it."

Standardization Favored in Sizes and Patterns of Moldings

A matter which is claiming much attention in retail lumber circles is the standardization of moldings. It is felt in the East that some move might be made that would not result in contractors, suppliers and others having seven or eight different patterns of one type of say, 4 in. crown molding. As a result of no standardization, producers and consumers have to pay more for their supplies by reason of the variation in pattern and owing to factories having to grind new knives in order to make a certain particular style. It has been pointed out in the "Canada Lumberman" from time to time that if all crown, band, panel, and base moldings, as well as casings having the same detail were standardized, builders and others could order from certain types which would be numbered, and thus much expense in production, overlapping and useless delay would be eliminated, while a better service would be furnished.

Many articles that we wear and many everyday commodities are made from certain blocks or standardized patterns. This results in giving a better finished and more valuable article for less money and one that is worth a great deal more in every way. Surely, in these days any movement that will contribute to enlarged production and reduce the production cost without lessening the style or value of the commodity, should not be overlooked. It is interesting to note that certain organizations are taking up this important question, and at a recent meeting of the retail lumber dealers' association in the state of New York, the following resolutions were carried:

Whereas, there is a great variation in the sizes and patterns of moldings produced by the manufacturers of several species of wood; and

Whereas, this variation is the source of much needless expense and annoyance on the part of the customer and retail dealer, causing confusion and indecision on the part of the customer; and

Whereas, the larger retail lumber firms of this state and of the country at large are already standardizing their stock of moldings to obviate this evil; therefore be it

Resolved, that the Retail Lumber Dealers' Association of the State of New York urge the several associations of lumber manufacturers to co-operate in the adoption of standard sizes and patterns of moldings which shall be standard for all species of wood; and be it further

Resolved, that we urge the several associations of lumber manufacturers to publish a standard molding book, setting forth such standard sizes and patterns of moldings.

In commenting upon the foregoing a leading lumber journal cordially endorses uniform moldings, and adds: The lumber trade already has "universal patterns of shiplap and drop siding." It can readily be seen that uniformity in all "worked" lumber is desirable. By "worked" lumber we mean lumber that is further manufactured than sawed and planed. The advantage of having moldings inter-changeable can readily be demonstrated.

Many of the woods manufactured in American sawmills are equally suitable for some purposes, and a dealer does not always have in stock the amount of certain patterns which may be needed for a given job. If he can supply the deficiency from some other wood, he will not be obliged to make up a special order for the kind that is short, and perhaps to be filled by the same mill or factory.

Conserving Canada's Timber Wealth Before It Is Too Late

"Wilful waste makes woeful want," not only in matters of personal concern, but in the larger affairs of life. Nations, like individuals, must profit by the experience and lessons of the past, and not spend with a prodigal hand, trusting that the day of reckoning will never arrive. There is in us all a sense of immunity in that, while death and disease, disappointment and disaster, fire, flood, famine and similar casualties may come to others, we shall, by some means, miraculous or otherwise, escape the visitation of these agencies. The talk of good fortune, exceptional luck, a charmed career, and other talismanic utterances, seems to buoy us up a great deal, and cause us to be blind to the passing needs of the hour, the necessity of conservation, the advisability of precaution, and the benefits of thrift and foresight.

This observation is proving true in the matter of safeguarding our national timber wealth. It is only now that public bodies and private interests are awakening to the fact that this opulent natural endowment of Canada will not last many years longer, and like all other good things will come to an end. The ruthless hand of the lumberman in earlier days, the unchecked ravages of fire, the system of utter waste that prevailed in years gone by, are causing us to realize the menace with which we are confronted.

Possibly one of the most significant statements that has been made in a long time, was uttered recently by Philip T. Dodge, president of the International Paper Company, who stated that, except in the case of two paper companies who had carefully guarded their spruce wood limits, there was not in the eastern states sufficient pulpwood to warrant the erection of a 50-ton paper mill. The experience which the United States paper manufacturers now face, is liable to be repeated in Canada unless a great deal more effective work is done in the way of conserving the forest resources of the Dominion than has been undertaken in the past, and a sudden national awakening creates more progressive legislation and precautionary measures.

Despite the warning furnished by the United States, the prophetic utterances of leading timber cruisers, and the clarion calls of the Commission of Conservation, there are those who still seem to take little stock in the gravity of the situation and evidently think that all the agitation which has been raised on this question savors much of the character of an ordinary political discussion or a passing campaign propaganda which, from a party standpoint, is to be taken with a liberal discount.

There is, however, a deeper meaning and a more intensive character to this problem and to many others, if Canada is to maintain her prestige and predominance as one of the great timber, pulp and paper producing nations of the globe. It was ably pointed out by Dr. Howe, Faculty of Forestry, University of Toronto, before a recent gathering of business men in Toronto, that it was part of patriotism as well as of elementary business sense to make an effort to sustain an industry that creates annually for the country forest products valued at over \$116,000,000 a year, and affords employment to many thousands of people. Dr. Howe is not an alarmist and is not given to exaggeration or sensationalism. He strongly emphasized that forestry practice was to maintain unimpaired the capital stock of the forest wealth, and to increase the earning capacity of the capital invested in the forest. This is the object of every business organization and surely Canada cannot do better than to see that the yearly cut does not deplete the growth to such an extent that the inroads of time and industry will bear so heavily upon our national resources that, like the individual who fails to replenish his wardrobe, his larder or his stock of merchandise, from time to time, will wake up some morning to find, before we are fully aware of the true state of affairs, that all we have left of this great natural and national heritage is shreds and patches. The best time to take full advantage of the present situation and adopt wise, aggressive measures, is now. Otherwise Canadians will bitterly realize the fact that so far as our wooded wealth is concerned the saddest of all words are "it might have been."

Making Jobs Worth While for Permanency of Service

The purpose and scope of the Canadian Forest Products Laboratories in Montreal was outlined in an excellent and instructive article which appeared in the Export Edition of the "Canada Lumberman." It was pointed out that the general aims of this institution were to test all Canadian commercial woods, with respect to their physical, mechanical and economical properties, to study the causes of the decay of woods, methods for their preservation, etc. Other objects were to find ways for the utilization of wood waste and to provide authentic information on the properties and utilization of forest products. The work in this institution requires skill, technical knowledge, a high order of ability in and extensive research. The Forest Products Laboratories are at present without a superintendent, and applications are being invited for the position. The Laboratories are conducted by the Forestry Branch of the Department of the Interior in co-operation with the McGill University.

It is stated in the announcement inviting applications, that the superintendent must be a university graduate in forestry, chemistry or engineering. He must have at least three years experience since graduation in research laboratory work in one of these lines of study; practical work in some industry or work in which wood is used as a raw material, such as lumbering, pulp or paper manufacture or research. It is added that the applicant must possess a high grade of scientific ability and capacity for research work; a broad knowledge of the technical characteristics and uses of Canadian woods, and initiative and ability in organization and administration.

For a man possessing these numerous qualifications and having the necessary experience and practical insight into everything mentioned, one would think that an attractive salary would be offered, and that the figure would not be less than \$100 a week, or \$5,000 a year; whereas it is considerably below this sum. It is pointed out by those who are in a position to know, that when exacting requirements, or one might say, "specifications" of an applicant, the government goes to the extreme, but in the matter of remuneration too little consideration is given, and qualified men are naturally not as willing to enter federal service as they are commercial or industrial fields, owing to the inadequacy of remuneration.

In the "Canada Lumberman" of February 1st, 1918, an article was published declaring that commercial companies were engaging men from the Laboratories, owing to the unattractive salaries paid by the government for first class technical men. There has been a procession of experts from the Laboratories ever since they were established. Dr. Bates, the late superintendent, recently joined the staff of Price Bros. & Co., while Mr. Hovey, Mr. Campbell, Mr. Bryant and others have all taken their departure from the institution, having obtained better situations with commercial organizations. This state of affairs is bound to continue unless the government is prepared to pay salaries somewhere near what public companies and private concerns are offering. Until the Federal authorities wake up and make the consideration sufficiently generous, there will be no permanency of service and any positions will be looked upon as of a transitory character or as stepping stones to something better in the outside world. Thus the government trains men and loses them for lack of proper pay. Such a course impairs the efficiency, work and worth of the Laboratories, and naturally results in loss in important research undertakings of the institution.

It is time that certain departments down at Ottawa who spend money with reckless abandon in conducting academic investigations, making useless appointments and overmanning numerous public service branches gave heed to the higher affairs which make for the upbuild and welfare of industrial Canada, and pay salaries that are worth while. Competent men will not devote the best years of their life, their ideas and their services to the Dominion without receiving at least a moderate recompense. This is a practical

age when practical, progressive results are expected, and efficient government appointees in important research work should receive liberal recognition of their standing in the community and their contribution to the industrial and commercial welfare and advancement of the Dominion.

Will Aerial Forest Patrol Displace Present Methods

A few years ago there was great rivalry between the horse and the automobile. The cars then turned out were crude, noisy and cumbersome affairs, and for a long period the equine maintained his prestige; but of late years the noble animal has had to give way before the onward march of science, invention, speed and progress. Only the other day in addressing a graduating class of veterinary surgeons, the principal of the training school emphasized the fact that the new men must devote their energies to other animals than the horse, which he believes is practically doomed.

In a like manner the question may be asked: Will the hydro-aeroplane in time entirely displace the fire ranger? This question is one that is fraught with much interest, and it is gratifying to note that a beginning may be made in Canada in connection with aerial patrol of the forests. How matters will develop in the way of cost and efficiency remains to be seen. The work will be largely experimental in character, and whether it will prove as effective and fruitful in result as the tower, telephone and ranger system, remains to be demonstrated. It is interesting to observe the difference in opinion in this most important matter, one dispatch stating that it will be Canada's proud distinction to have the first aerial forest patrol, through the enterprise of the Quebec Government and the St. Maurice Forest Protection Association.

It is also pointed out that the undertaking has possibilities of vast importance and the Dominion will earn the credit for initiating the first aerial forest service in the world.

On the other hand comes information from Old Ontario that hydro-planes are too costly and that their use is yet impracticable, and that delay will have to be made in their employment until their worth, efficiency and economy have been proved. In substantiation of this is a statement made by a leading official of the province that the cost of safeguarding the forest by aerial service would be twice as much as the present service, and that representative lumbermen have all declared the scheme too expensive. It has also been pointed out that to maintain such a patrol would cost one-third of a million dollars a year, besides a like sum for aerial equipment, and on top of this, buildings in certain lands would have to be provided, thus further increasing the cost something like a million dollars. Even with this heavy disbursement, only one-fifth of the present area covered would be protected.

Thus we have two sides of this most important proposition, and the future of aerial service vs. fire ranger patrol will be viewed with the greatest interest. In this age of concentration and specialization, stranger things have happened than that of seeing our entire forest limits watched over by an aerial fleet, which was first propounded at the convention of the Canadian Forestry Association in Montreal about a year and a half ago.

The Canadian Forestry Association holds that the federal government, to establish the new form of forest fire protection can well assume the risk of damage to two otherwise idle machines, the Quebec government and the St. Maurice Forest Protective Association having agreed to pay the cost of maintenance.

The Millwork Manufacturers' Association has been formed in Montreal, with the main object of protecting the trade interests of the members. For the moment, the Association is confined to Montreal but later it will embrace the province of Quebec. The Association includes every class of manufacturer making mill work. Mr. Wm. Rutherford, of Wm. Rutherford & Sons Co., Ltd., is president; Mr. J. P. Dupuis, of J. P. Dupuis, Ltd., vice-president; and Mr. A. Balfry, secretary.

Canadian Timber Needed in the British Market

"I Believe That Your Country Has Today a Great Opportunity of Enlarging and Developing the Lumber Industry Such as She Never Had Before"—Sir James Ball

Sir James Ball, British Timber Commissioner, and Mr. Montague L. Meyer, British Timber Purchaser, who are now on a mission to Canada for the British Government, looking over the large stocks of forest products which have been purchased in the Dominion by the Imperial authorities, and making arrangements for transportation of the timber overseas, paid a visit to the trade in Montreal, Ottawa, Quebec and Toronto, previous to leaving for the West.

Important conferences were held in these cities with the lumber manufacturers and exporters, and the situation, present and prospective, with regard to Canada supplying a large share of the future demands of the Mother Country, was discussed.



Sir James Ball
British Timber Controller

Much practical information was imparted by the visitors in regard to the requirements of the Old Land, and the character of the material that could be used. The opinion was expressed that the time was at hand for Canada with her unrivalled forest resources to get into the export business in a large way. No further purchases of stocks will be made by the Imperial authorities, and all British restrictions and control have now been removed. The development of the overseas timber trade from this out rests upon the initiative, enterprise, and aggressiveness of the Canadian lumbermen, individually and collectively.

The whole outlook was admirably summed up by Sir James Ball in these words:

"I believe that Canada has today a great opportunity of enlarging and developing the lumber industry such as she has never had before. I know the difficulties under which your trade is laboring at present, with the increased cost with which you are faced, but I cannot help thinking that with the unique opportunity ahead Canada will grasp and deal with her difficulties. She has made a world-wide reputation with the gallantry and heroism of her sons during the war, and with a similar amount of energy displayed in the more peaceful field of commerce, she should be able to secure her share of the world lumber trade to which her wealth of timber gives her full title."

While in Toronto on Tuesday, May 6th, Sir James Ball

and Mr. Meyer met personally a large number of the lumbermen of the city and the province, and were entertained at luncheon. About forty representatives of the industry were present and listened to edifying and inspiring addresses from the distinguished guests.

Cordial Welcome Extended to Visitors

A. E. Clark, Chairman of the Wholesale Lumber Dealers' Association, Inc., who presided, stated that they had come to greet their guests, Sir James Ball, British Timber Controller, and Mr. Montague L. Meyer, British Timber Purchaser. "It is a great pleasure to receive these gentlemen as we are all members of the British family. They are men vitally interested in the lumber industry and the future of Canada, and are now turning over large orders to this country, which should help materially in building up the timber trade of the Dominion during the present process of reconstruction, and enable Canada to secure her proper share in the British market for our forest products."

Sir James Ball, who was warmly received, spoke in an easy, conversational style, and reciprocated the kind words of Mr. Clark. He said that they had been busy since crossing the border and getting into Canada. He felt, when he was in the Dominion, as if he were coming home. This was not his first visit to this country, but his third, and he trusted that it would not be the last. He had experienced Canadian hospitality and friendliness on previous occasions, when he was a railway engineer in Great Britain previous to entering upon his position as timber controller in 1917. He said that of late years lumber had increased very materially in price.

There were two or three points that he wished to correct before making any further statements. He had learned with some amusement that a large share of the timber which had been purchased in Canada was not to be taken across the water and that it was going to be wasted or sold at a loss to those who were willing to buy it back. This, I need scarcely tell you, is not true," continued Sir James. "We would not have bought the goods if we did not want them, and we certainly intend to remove them."

"Another rumor circulated by the press is that I am in Canada to urge upon the Canadian Government the desirability of extending further credit for the purchase of timber. This also is not true. Thanks to the ready assistance of your government and Sir Thomas White in arranging the necessary credit, we have been able to place large orders in Canada for lumber—spruce, white pine, red pine and Douglas fir. The question of credits since our arrival has not been brought up and will not be. We are not placing any more government orders in the east, but hope that the general trade in the Old Country will create further business on its own account in a commercial way for the Dominion."

Sir James hopes soon to be relieved of his present duties as Timber Controller and so expressed himself. The trade would then be left to individual timber merchants of Great Britain. All restrictions on the timber industry in the Old Land have been removed. He felt that the lumber trade was more seriously disorganized during the war than any other industry. Before the outbreak of hostilities Britain produced comparatively little timber and depended on imported stock. As soon as the submarine campaign became active and ships began to disappear and more men and munitions were required for the army, all

the country became specially concerned in the purchase and production of wood. Government control was instituted in the best interests of the industry, and with the goodwill of the timber merchants themselves. Mr. Meyer did the buying and for a while Britain became the biggest consumer of forest products in the world, and had to get busy on her own timber resources.

The Work and Worth of Canadians

Sir James hopes soon to be relieved of his present duties as Canadian Forestry Corps under the direction of Major General Alec. McDougall, who had done remarkably well in getting out the timber for the trenches. Some 34,000 tons were wanted in a hurry for trench purposes and it had been hustled out by the Canadian Forestry Corps ten days ahead of scheduled time. Pre-war importations of timber had been cut down 77 per cent. by the submarine campaign. The British Isles had to look around in their own woods to see what they could get at home. British and Scotch forests furnished in one year—1918—two and a half million tons of mining timber, or pit-props, something like our pulpwood, and also 1,100,000,000 feet of sawn lumber. They would agree with him that this was some record and the stuff had to be gotten out in the best way possible. But it was produced nevertheless, in spite of bad weather, congestion on the railways and other difficulties. As soon as the war was over Great Britain began to relax operations in the woods, and to demobilize the Canadian Forestry Corps, and now only about 10,000 men were at work cleaning up in the forests. What timber was on hand had been sold back to the trade by the Imperial authorities, and it had been well disposed of, but no profit had been made on the transaction. Some 300,000 pounds Sterling were involved in the timber that had been handed back to the trade. As already stated, large orders had been placed in Canada for Canadian woods. Sir James said he had seen some of the stocks in Ottawa and they were beautiful. The job of Mr. Meyer was to make arrangements for the shipping of the stuff and it was pleasing to state that good progress was being made in this direction. They wanted to see the timber taken out of the way as fast as possible. Shipping would be handicapped for a time but the situation would doubtless improve in the near future, so far as the quantities are concerned, and also in the matter of reduction of freight rates. The Imperial government was anxious to get the Canadian timber overseas as cheaply and as quickly as possible. Every effort would be made to see that freight rates were lessened and an opportunity afforded to get Canadian goods in Great Britain.

Possibilities of the British Trade

Prior to the war Europe imported eleven billion feet B.M. of lumber annually, of which Great Britain took approximately 40 per cent. and Canada had supplied only 10 per cent. Russia exported about three billion feet, Austria-Hungary 1,200,000,000, and Finland about the same. With the lumber industries in these countries as badly disorganized as they are at present, timber must be found elsewhere to meet the huge requirements, and where better than in Canada? This country should take advantage of the opportunity and create a field for her magnificent timber. Russia would in a few years be the greatest competitor after things had settled down in that country. Sir James said that he was informed that the Southern pine of America, or pitch pine, as they call it overseas, would be exhausted in about 15 years, and something would have to be substituted. Canada has it in her Western reserves in the shape of Douglas fir. As a railway engineer he had used it in construction work and he knew something of its splendid life and characteristics. With the unusual opportunities now looming up, Canada should increase her trade and make every effort to get over any geographical disability such as distance.

The Imperial government had placed an order in the Ottawa Valley for all the pine they could lay their hands on, and they were now shipping the same across the sea. Sir James observed that since coming to Canada he had met only one pessimist, and that if he (Sir James) were twenty years younger, he would become a Canadian. "While in Ottawa," he continued, "I walked around the extensive yards of one lumberman who is well past the allotted span of three score years and ten, and I assure you that he was no pessimist. You all know to whom I refer, and I notice in the "Canada Lumberman," that he (Mr. J. R. Booth) has just celebrated his 92nd birthday. We talked



Mr. Montague L. Meyer
British Timber Buyer

over a great many matters and I told him when I returned to this country, say ten years hence, I would be pleased to have another walk with him around his yards, and he replied: "Sir James, I will be on hand."

Opportunity for Expansion at Hand

Warm words of praise were bestowed upon the fighting men of Canada and the heroic part they had played in the great war struggle, by the British Timber Controller, who added that they had won a world-wide reputation. With a similar amount of energy displayed in the more peaceful fields of commerce Canada should be able to secure a large share of the world timber trade, providing Canadians applied themselves with equal vigor and a similar amount of energy. The speaker said he was glad that Great Britain had been able to place these large lumber orders in the Dominion. He believed that a fair price had been paid for the stocks and it would prove a good thing for the Old Country as well as for Canada. Mr. Meyer and he were keenly interested in the development of the Canadian timber industry, and appreciated the difficulties which it was facing in the way of increased costs. He felt, however, that this was a unique opportunity to strengthen and develop the trade in Great Britain and the future would largely rest on the individual efforts of Canadian lumbermen.

All Government Purchases Complete

British Government purchases were practically completed in this country, and Sir James added that he was looking forward to the time in the near future when he could resume his former vocation. Canada would have to look after her own interests from this out in the matter of British trade, which was

actively interested in getting hold of Canadian timber. The Dominion has every opportunity to make herself felt and Great Britain is only too anxious to use all the material she can get.

In 1913 Great Britain imported 2½ million standards, and since the war had not been buying nearly as much. In 1918 the purchases had dropped to about 23 per cent. of that quantity, but the Old Country was going to buy a great deal more now that peace had been restored.

In answer to some queries by Mr. W. E. Bigwood, Mr. Clark and others, Sir James said that Sweden, Finland and the Baltic were the principal European sources of supply, Canadian red pine has characteristics similar to Swedish unsorted. Douglas fir and spruce from Canada are well known in the British market, the former for heavy engineering, railway ties, and crossing timbers, while the merits of white pine are also recognized. The great difficulty, as he had already pointed out, was the heavy cost of transportation.

He had placed an order for 10,000 standards of B. C. timber which was to come over in a great ship, and the vessel had been bought as well. The timber was to be paid for on arrival in Great Britain. The method of buying the ship as well as the cargo might help to solve the problem of transportation so far as British Columbia is concerned, and the proposition was a strictly commercial one.

"Thank God the war is over," declared Sir James, in closing his interesting address, "and with it the vigorous onslaught of our homeland woods will, I hope, cease and that soon we will be able to utilize to a very large extent the unequalled resources of this great Dominion."

Mr. Meyer Imparts Some Suggestions

The British Timber Purchaser, Mr. Montague L. Meyer, stated, when called upon to address the gathering, that there were several reasons why he should not make a speech and one of them was because Sir James had covered the ground fully. There was very little left for him to add to what had already been said. The policy of Sir James had allowed him (Mr. Meyer) to place large orders in Canada and he was very glad of an opportunity to do this because the Canadian Forestry Corps had done much for the lumber industry in Great Britain. The Mother country was under a debt of gratitude to Canada and to the lumbermen of Canada in allowing their men to come in large numbers across the sea while their operations in the Dominion had been interrupted and suffered many handicaps in consequence. The trade in Canada was, therefore, entitled to as large an order as Great Britain could give. After negotiations between the governments and arranging the necessary credits so that the trade balance would not be upset, Great Britain had been able to make large purchases. The operation of these extended from the Maritime Provinces, Quebec and the Ottawa Valley to the Pacific Coast. In the Ottawa section they had bought all the wintered stock of white and red pine, amounting to 100,000,000 feet, and all the stocks of spruce along the St. Lawrence River, the Gulf, the Bay of Fundy, and New Brunswick.

"No one," said Mr. Meyer, "could improve on the manufacturing and methods of production employed in the Ottawa Valley. If Canada wants to increase its trade in forest products with Great Britain she must produce infinitely better and furnish the sizes and grades required overseas. She will naturally find a serious competitor in Sweden in house construction material." Mr. Meyer added that he had been a dealer in lumber for many years and also an operator for some time previous to the outbreak of the war. It might require some effort on the part of Canadian producers to alter slightly the markings and

methods of manufacture, but he felt that it was worth their while in order to capture the British trade.

It might be advisable for some of the Canadian lumbermen to take a trip to Sweden and pick up some tips and little tricks and ways in the manufacture of forest products in that country—little things that are economical and at the same time attractive to the trade. Canada should be a strong competitor of Sweden. So far as European trade is concerned no one wished to spend a shilling in Sweden if they could help it. Great Britain was anxious to do business with Canada and the time had come when, in his opinion, the majority from Canada and not the minority from Sweden, should control and meet the British timber requirements. In closing, Mr. Meyer wished the Canadian manufacturers every prosperity and success in building a strong and active overseas connection.

Mr. Clark thanked Sir James Ball and Mr. Meyer for their instructive and timely remarks, and spoke of the pleasure their visit had given the trade at Toronto in particular and the lumbermen of Eastern Canada.

The distinguished visitors made a number of calls in the afternoon and left Toronto early in the evening for British Columbia, where they will spend some time looking into purchases which have recently been made on the Coast. Afterwards they will visit the Southern States and possibly return to Eastern Canada for a few days before departing for home.

British Visitors Welcomed to Ottawa

At a luncheon tendered Sir James Ball, British Timber Controller and Montague L. Meyer, British Timber Purchaser, by the lumbermen of the Ottawa Valley at the Rideau Club, Sir James gave a very interesting insight into the conditions surrounding the timber and lumber situation in the old country during the period of the war.

The luncheon was largely attended by representative lumbermen, and among those present were: Hon. A. K. MacLean, Sir Henry Egan, Sir Henry Drayton, Lieut.-Col R. M. Beckett, Director of Timber Supplies in the United States to the British War Mission; Gordon C. Edwards, W. C. Hughson, George H. Millen, H. H. Humphreys, E. R. Bremner, R. G. Cameron, Alex. MacLaren, Dan McLachlin, Arnprior; D. G. Gilmour, George I. Dewar, L. Van Meter, H. M. Williams, J. B. Allan, Fred Booth, Frank Hawkins, and C. B. Dougherty.

In the course of his remarks Sir James said in part:

"You all know that the British Government had placed very large orders in Canada for lumber, for spruce, white pine, red pine and Douglas fir, and in becoming more intimately acquainted with the benefits of your city yesterday, it is very refreshing to see within a stone's throw of this building and further down the river, large and apparently well seasoned stocks of pine. I only wish these stocks, a large quantity of which I am informed belong to the British Government, were safely delivered in Great Britain.

"We want all the timber we have purchased from Canada brought in as early as we can get it. Our orders have been heavy in the case of white pine, or what we call yellow pine. I believe we have secured almost all the wintered goods. The difficulty at present is the shipping position. I am informed this will become much easier both in quantity and price later in the season, and I am fully assured that in the interests of the trade, both of Canada and the United Kingdom, the sooner we can lift our purchases and get them home the better it will be for both. Indiscriminate seeking after tonnage will only lead to one result, and that will be to increase the already almost prohibitive cost of freightage. I hope you will do therefore all you can to assist us to get our purchases shipped by refraining as far as you possibly can from going into the market for freight."

Building Operations Active in Many Towns

*The Public Realize That Price of Lumber and Present Rate of Wages Will Continue
—Retail Trade is Generally Optimistic Regarding Outlook*

The people have been convinced of the firm price stand being taken by the lumbermen and are beginning cautiously, though in earnest, to build and satisfy the great need for houses. This seems to be the general opinion of lumbermen in reply to a query from the "Canada Lumberman" regarding building conditions, prices, the general attitude of the public, the outlook etc. Though some building supply dealers report a holding back of activity on account of high prices, the general keynote is an optimistic one, and construction is going forward in most sections.

M. B. Zimmerman, manager of the Consumers' Lumber Co., Ltd., Hamilton, Ont., writes: "At present there are three large factories under construction in addition to about 200 houses, ranging in price from \$4,000 to \$6,000. Up to the present time there had been a feeling on the part of the public to hold back on the strength of prices in all lines of building material being lowered, but the writer is under the impression that builders have decided to go ahead with building regardless of the high prices. Most of the yards are pretty well stocked with material. Our Association met a few nights ago, and the general opinion expressed would lead one to believe that there will be an average amount of building this season."

Many New Houses are Going Up

C. H. Belton, of the R. Laidlaw Lumber Co., Sarnia, Ont., says: "There seems to be good local feeling existing at Sarnia, covering business for 1919. Building is very active here at present and we expect it will be all season. The general shortage of houses that prevails through the whole of Ontario, is very pronounced in Sarnia. Several large manufacturing companies are establishing plants at Sarnia, some of which are now under construction and the building of these, with the necessary homes for employees, is bound to keep conditions good during 1919."

"We find no complaint made regarding prices. Lumber has advanced less than any other building commodity and the advance is due, simply to increased wages. As the wage earner is the man looking for a home at the present time, he should be the last one to object to the slightly higher prices. It is the demands of the wage earner that have increased. Prices will not decrease until the wage earner takes less money and it is a certainty this will not happen in the immediate future. We believe if the true state of affairs were really understood there would be no hesitancy on the part of the builder, particularly where the man is a wage earner."

Conditions obtaining in Napanee, Ont., are a bit native to that section as revealed in a letter from Robert Light, of that section: "The prospects for building in this section are about the same as in 1918. Country work is about on a par with last season. A considerable quantity of dimension and sheeting material from the aviation buildings at Camp Mohawk and Rathbun is being distributed here, and is displacing new material in large measures. Material from two aerodromes is being moved to Napanee for the erection of agricultural show buildings and a large quantity of the same stuff is being handled by farmers for outbuildings and barns. Local yards are very well stocked with new material, and prices are holding firm. Brick and tile works expect to produce an increased quantity this year."

Rural Sales Show Marked Increase

From A. D. F. Campbell, of A. F. Campbell and Son, Arnprior, Ont., comes a most optimistic reply as follows: "Trade prospects for this locality look good. Town trade while better than last year is not very brisk as yet, but rural sales are showing quite a marked increase over any one of the past four years. Speaking of Arnprior alone which is a town of about 5,000 population, it had practically no war industries, and the writer does not know of half a dozen men being thrown out of employment in the town due to the cessation of hostilities. On the other hand, hardly an empty house is to be had, real estate business is brightening up, property values increasing, and there are good prospects of some new industries. The greater proportion of building is new construction, comprising principally moderately priced houses being erected by working men for themselves. The tendency among these men is growing more toward ownership of their own home, and toward building a bigger and better average class of home than formerly. The little eighteen by twenty-four house which seemed to be the favorite of many working men a few years ago is now seldom heard of."

Many working men and farmers readily admit they have never

before been as well able to build, as at present. In rural districts, exceptionally wet weather all spring, which has prevented any seeding here as yet, is causing some farmers to hold back slightly to see what their prospects of a crop will be. This together with resultant bad roads has put more or less of a damper on trade lately.

"On the whole, however, there seem to be little inclination on the part of the public to hold back on account of the prices, and the prevailing opinion is that 'lumber cannot come down.' Many farmers whose sons went overseas, practically quit building or repairing, waiting to see what another year might bring, prospects of boys returning, help more plentiful, etc."

"Now, however, with boys coming back, there is a fairly firm conviction that lumber and wages are up to stay for some time, and prospects otherwise are bright. We are looking forward to an exceptionally good season's business. Local stock is gradually becoming harder to get and whereas eighteen months ago we did not have a piece of B. C. stock in our yard, we are now buying half our stock from there. We expect most mills will have smaller cuts this year than usual, and the prospects are of B. C. prices stiffening somewhat. Our opinion is that a good full yard never was a better investment."

Much Repair Work in Progress

Isaac Allan, of Kingston, says: "There seems to be a great deal of repair work being done, shingling, etc., but few new buildings have been started. We know that a number are not going ahead on account of the high price of material and the labor situation being so uncertain. A great many believe that the prices of lumber will not come down for some time. The amount of stocks carried is about the same as last year, and the present values are holding stiff."

"The Government is doing some work in Kingston now in the way of putting extensions to the hospitals and the R. M. C., which helps conditions and makes business better."

Conditions at Islington, Ont., seems to be flourishing. Major J. E. L. Streight declares. "A considerable amount of new work is being undertaken—extensions and repairs are numerous. The public at the beginning of the season was inclined to hold for cheaper material and labor, but is now realizing the urgent need of houses, and few are of the opinion that material and labor will be any better for a considerable time. The lumber situation is good. Large supplies are going out and we have a bigger stock than ever before. Present values will be easily held provided the retailers do not get 'cold feet,' and commence cutting prices. If a few start to cut prices, the lumber situation will be critical, otherwise the outlook is good."

Thinks High Wages is Deterrent

R. G. Oke, of Whitby, writes: "New building has been at a standstill for the past two years owing partly to the high cost of materials, but more especially to high wages. There is a scarcity of houses, and the town council has appointed a commission to take advantage of the Government's offer of assistance. However, I do not know of any definite action being taken as yet. I understand there are some small houses being commenced just now. The lumber business has been dull with us for some time. I am carrying all the stock at present that the demand warrants. I do not see any prospect of lumber prices coming down, and the public might just as well build now as wait and probably pay more. There are some alterations going on, but not enough doing to create any great demand for material."

H. J. Hall & Son, of Kitchener, Ont., assert: "There are a number of additions to factories and some new houses being built here; also many garages. We hear occasionally where persons would like to build but are afraid of the high cost. The manufacturers seem to have fair stocks on hand and all appear to be optimistic as to the future."

A. & W. J. Bailey, of Hagersville, Ont., report: "The outlook for new buildings is not very bright. There are quite a lot of people doing some repair work. It is a little early in the season to know just what might turn up."

Reports from several other centres in Ontario as well as other provinces will appear in the next issue of the "Canada Lumberman." The majority of them speak very favorably of the present situation and outlook for the season.

Cost Accounting, Co-operation and Advertising

Live Problems Considered by Southwestern Ontario Retail Lumber Dealers' Association — New Officers Appointed and Satisfactory Reports Presented

The Southwestern district of the Ontario Retail Lumber Dealers' Association, which constitutes the Southern district of the Ontario Retail Lumber Dealers' Association, held its annual meeting at London, Ont., on April 29th. Former meetings have been held in the Western end of the district and have always been largely attended. Some hesitation was felt about making the innovation of holding the gathering in the Eastern end of the district, but the result was most satisfactory, there being a good representation of members from all parts of the district. The convention was one of the most interesting which has been held.

Mr. W. J. Taylor, Ridgetown, Ont., presided during the first part of the meeting. After the presentation of the secretary-treasurer's report the next matter of routine business was the election of officers, which resulted as follows:

President, W. A. Hadley, Chatham, Ont.

Vice-president, George H. Belton, London, Ont.

Secretary-treasurer, B. F. Clarke, Glencoe, Ont.

Directors, W. L. Travis, Wyoming; E. C. Russell, Walkerville; J. McGibbon, Sarnia; C. M. Smith, Aylmer; George N. Kernohan, London and George McPherson, Merlin.

ers to have a customer tell them that they can do better somewhere else outside of Chatham.

The experiences which Mr. Hadley and the other Chatham dealers had had in this connection convinced him that the most important thing for all dealers was to know their cost. He would like to see all the dealers in the Association make a careful study of this matter. He had recently attended the convention of the Millwork Cost Information Bureau in Chicago and he commended to the members the work done by this Association, pointing out that it was a co-operative association among millwork firms, existing for the purpose of exchanging practical information regarding actual producing costs, and being conducted without profit. He suggested that dealers should communicate with this Bureau and he hoped that several of them would become members of it. "You must know your costs," Mr. Hadley said, "before you are going to make any money. If you do not know your costs you are going to make a loss. What you make out of your lumber business will be all eaten up in your mill."

Another matter of interest to which Mr. Hadley referred was the advisability of having standard size openings for doors, windows, etc. He suggested that they should endeavor to agree on this subject



W. A. Hadley, Chatham, Ont.
Newly elected president of Association



Geo. H. Belton, London, Ont.
Newly elected vice president of Association



W. J. Taylor, Ridgetown, Ont.
Retiring president of Association

The balance of the meeting was devoted to an informal discussion of several important problems connected with the retail lumber business. Mr. W. J. Taylor, the retiring president, vacated the chair giving place to the newly elected president, Mr. W. A. Hadley. Mr. Hadley delivered a short address expressing his appreciation of the honor done him and discussing the practical value of association work. By way of illustration he referred to the fact that it was not very long ago since the Chatham retail lumber dealers were accused by the trade in general of being in the habit of cutting prices in order to take trade away from dealers in the surrounding districts. Not long ago the Chatham dealers had discussed among themselves the general trade situation, giving particular attention to the matter of cost accounting. The result was that they quickly became alive to the fact that price cutting would get them nowhere except into the poor-house. Today the Chatham dealers were conducting their operations on a modern and businesslike method. They were giving close attention to cost accounting and charging for their material a sufficient price to enable them to continue in business. A noticeable result of this change is the fact that, so far as the dealers in the surrounding district are concerned, the shoe is now on the other foot and the Canadian dealers report that some of the dealers outside of Chatham are cutting prices in Chatham in order to get a portion of the trade. It is now quite a common thing among the Chatham deal-

and to influence the architects for this purpose. The time was favorable now for such a step and he thought that the local groups of members of the Association should take it up and use their influence upon architects in their districts. This was one of the ways in which they could be of service to the public by keeping down the cost of building. It was important that this sort of thing should be done whenever possible, on account of the steadily increasing cost of labor, materials, etc. We were living in a different age from that which prevailed before the war. Labor was at a higher level today and it was not going to come down. Retail lumber dealers would find their labor endeavoring to establish wages upon the same level as those in other lines in each community. Along this line, as a further means of assisting the retail lumber dealer in keeping down costs, Mr. Hadley urged the importance of having a man employed in each plant who understood thoroughly the details of a bill of material and how to work it out. He ventured to say that there was not 10 per cent. of the men now engaged in the lumber business who really knew their costs, or knew how to figure them out. The other 90 per cent. were guessing.

Mr. J. McGibbon, Sarnia, agreed with the statements made by Mr. Hadley and said he was convinced that in the planing mill business they were not getting back the money they spent. The planing mill seemed to be a fifth wheel on the wagon.



Geo. N. Kernohan, London, Ont.
Newly elected director of Association



E. C. Russell, Walkerville, Ont.
Newly elected director of Association



John McGibbon, Sarnia, Ont.
Re-elected director of Association

Mr. Chester H. Belton, Sarnia, spoke at considerable length on the subject of advertising. The retail lumber dealer, he said, was for some reason or other very slow in getting into the advertising game. The average lumber dealer was looked upon as possibly the principal merchant in his community. His investment was as great as that of any other merchant in the town or city, yet he did very little advertising. Other merchants were alive to the value of advertising. They frequently saw new merchants come into the cities who would build up their business by advertising and keep right at it. If these other merchants could make a success and build up their business in this way, the lumber dealers could do the same thing and create a desire for building by advertising.

In the United States they were all working on the "Build Now Campaign." In Detroit, the lumber dealers had banded together and were running in the daily papers quite a large advertisement under the heading "Build Now and Build With Lumber." Campaign literature in connection with this work was being issued by the National Lumber Manufacturers' Association and was being furnished, he believed free of charge. It was a puzzle to Mr. Belton to understand why the lumber dealers in Ontario did not advertise more extensively. They could surely afford to do so. Many firms in the United States had reduced the matter to a definite basis and were setting aside 2 per cent. of their sales annually to be used for advertising in the newspapers. The building industry had become a very considerable one all over the continent and the influence of activity in building was wide-spread. When building became active, the stone mas-

on, the brick-layer, the carpenter, the plumber, the grocer, the interior decorator and a dozen other lines of industry all commenced to get busy. Until building in general became active throughout the country, the real basic industries would not be busy and they could not expect good times until this came about. All the lumber organizations were now promoting the "Build Now Idea" and he believed it was the duty of every dealer to run an advertisement in his local paper along these lines. His own firm were getting out advertising copy and sending it out to their different yards. They were going ahead with the intention of spending more money on advertising than they had in the past.

Mr. Hadley said that the advice given by Mr. Belton was very timely. In the past, business had come to the lumber dealers and they did not require to advertise, but they were living today in a different age and must change with the times.

There was considerable other discussion among members in regard to problems they had to face in their own local trade. The meeting, for a short time, developed into a friendly discussion among groups of dealers during which useful information was exchanged in regard to local difficulties.

On the suggestion of the president, a motion was carried tendering the hearty thanks of the Association to the lumber dealers of London, Ont., who had furnished the facilities for the meeting and had entertained the visiting members at an excellent luncheon at the Tecumseh House.

It is now five years since the Southwestern Ontario Lumber



C. N. Smith, Aylmer, Ont.
Re-elected director of Association



B. F. Clarke, Glencoe, Ont.
The energetic secretary-treasurer



George McPherson, Merlin, Ont.
Newly elected director of Association

Dealers' Association was formed. During that period the Association has made rapid progress. Its worth and usefulness are becoming more widely known and as new blood is injected in the official ranks and executive membership each year, the organization is kept alert and aggressive. Another influence which tends to make the Southwestern Ontario Association a forceful factor in the community in which it serves, is that the honors are passed around and no man sits in the chair for two or three years. It is felt by bringing new ideas and fresh viewpoints upon the administration of its affairs, the highest welfare of the organization may be reached.

The history of the Southwestern Ontario Lumber Dealers' Association is rather an interesting one. It was in the spring of 1914 that a few dealers got together with the object of promoting a better feeling among themselves and becoming more thoroughly acquainted. Those who came together at that time were Chas. Hubbell, of Thamesville, B. F. Clarke, of Glencoe, (the present energetic secretary), and Allan McPherson of Glencoe. There was no thought then that the little corporate unit would extend beyond a radius of a few miles, but like the current of a mighty river, the movement began to gather strength as it flowed and the association fixed its territory so that it took in all the Southwest peninsula of Ontario, from London to Windsor, including both these cities. Then another extension came in the shape of a decision to cover the ground as far east as St. Marys.

Until 1917 the annual and special meetings were held at the Hotel Sanita, Chatham, but in 1917 Windsor dealers invited the gathering to that city. In 1918 the gathering was invited to Sarnia, and this year, the local trade in London royally welcomed the visitors. Thus a different point each year becomes the Mecca of the association's annual gathering, which also tends to keep alive the interest and stimulate activity. The first president of the organization was F. H. Laird of Dresden. The next president was Chas. F. Hubbell, of Thamesville, then W. J. Taylor, of Ridgetown, and now W. A. Hadley, of Chatham. The retiring members of the executive are A. W. Osborne, of Sandwich, Wm. Saunders, of Dutton and D. J. McEachern, of Alvinston. Members of the executive who were re-elected are C. M. Smith, of Aylmer, and John McGibbon, of Sarnia, while the new executive members are W. L. Travis, Wyoming, E. C. Russell, Walkerville, Geo. N. Kernohan, of London, and Geo. McPherson, Merlin.

Membership in the organization, according to its official bulletin issued some time ago, possesses many personal advantages. Foremost among these are the interchange of ideas, the employment of modern business methods, and the passing along of mutual information concerning unfair trade, not to speak of the social side of the resulting companionship.

Many Large Orders for National Trucks

Increased business in any line of manufacture helps the employment situation. It is with pride that J. L. Acker, general sales manager of the National Steel Car Company, Limited, Hamilton, Ont., reports the closing of large export orders for National motor trucks. These orders, together with large contracts recently signed up in Can-

ada, amounting to almost a million dollars, assure the active operation of the National plant for many months to come.

This is the only built-in-Canada heavy duty motor truck, and the makers say that as far as it is possible, everything that goes into its manufacture is bought in Canada, and that within a few months everything used in the make-up of the truck will be manufactured in this country, which means not only the mechanics at the National plant being kept busy, but also work for the steel companies and makers of other products used.

The National truck has gained favor rapidly with Canadian firms—now being used everywhere from Halifax to Vancouver. This season another model truck is being added to the list, of suitable size for the farmer and light delivery.

The success of the truck is due, to a large extent, to the fact that the best "motor truck brains" available were secured, both to "design" and "develop" the truck, as well as to "produce" as perfectly as possible. All of the men who are responsible for the truck have had many years' experience in some of the largest motor truck plants.

Major C. S. Dahlquist, the designer of the truck, is recognized as one of the best authorities on the continent, being employed by the American government during the war as supervisor of inspection of class B military trucks at Washington.

A. E. Heffellinger, chief engineer at the National plant, came to his present position from one of the largest builders in the world, having had many years' experience in this work.

W. E. Galloway, the purchasing agent, has a reputation for knowing how to buy raw material, his constant touch with the market having a great deal to do with the quality of everything that goes into the truck.

Gordon West, production manager, and B. B. Hamilton, sales manager, are also busy men and working wholeheartedly for the success of "The National."

Lumberman's Sons Who Played Their Part

No family have played a more important part in the annals of the war and in doing their bit than have the sons of William Power, of W. & J. Sharples, Reg., Quebec. Three of his boys were at the front.

Lieut. Joe Power, who was with the 2nd Battalion, was gassed and has been home for the last couple of years. He is now in fair shape and is again back in the lumber business, in the employ of McFadden and Malloy, at Blind River.

Major Chas. G. Power, M.C., who now sits in the House of Commons in Ottawa, was seriously wounded on two occasions, and has partially recovered with the exception of his right arm which is practically useless. He was with the 14th Battalion, and was later transferred to the Cyclists Corps.

The youngest brother, Frank Power, with the 52nd Battalion, was in Germany with the army of occupation and it at present in England. It is expected that he will return to Canada shortly.

W. Gerard Power, of St. Pacome, Que., president of the Canadian Lumbermen's Association, is a brother of the three members of the Power family who have seen active service overseas.

PATRIOTIC CANADIAN LUMBERMEN WHO DID THEIR DUTY OVERSEAS



Major Chas. G. Power, M.C.,
Federal representative for Quebec South



Lieut. Joe Power, Quebec,
who is back again in the lumber business



Lieut. Frank Power, Quebec,
who is expected home shortly from the front

Greatest Lumber Storehouse in World

What Canada is Destined to Become With Proper Conservation and Fire Protective Measures

That Canada will very shortly become the greatest storehouse of timber in the world and that to protect these forest resources is one of the Dominion's first duties, was the text of a forceful and timely lecture delivered before the Royal Canadian Institute, Toronto, by Mr. Robson Black of Ottawa, secretary of the Canadian Forestry Association.

"Forest conservation," he said, "is the most vital 'public ownership' proposition facing the people of Ontario today. Farming, fisheries, water-power development, transportation, manufacture—all these have lines of communication running from the living forests. Cut the line, and the industry dies or is weakened in competitive power. Such causes and consequences have been illustrated with such striking frequency that one would think forestry would top every legislative program from the Atlantic to the Pacific.

"Today we encounter in Canada, Australia, New Zealand, the United Kingdom and the United States a vigorous and impatient demand that the nation's great storehouse of timber should be handled with at least the sagacity and prevision that characterizes a corner grocery. We have been sitting under the greatest schoolmaster the race has ever known. The object lesson in State forest organization

Graves, chief forester of the United States, says that within ten years 3,000 lumber mills in the Southern States will find their supplies of wood gone. Fortunately for Canada, her Eastern spruce forests are in no such depleted state. From that lucky circumstance, the nation stands to garner a tremendous industrial harvest. Americans freely admit that Ontario and Quebec and New Brunswick will within a few years almost monopolize the newsprint manufacture of Eastern America. That fact readily translates itself into a chain of new towns, added population, new traffic for the railways and new wealth for merchants and farmers. Whether this promise of industrial domination ever comes true, depends entirely upon the immediate application of a policy of forest investigation and technical supervision of timber cutting. There can be no 'future' for the timber industry in Ontario, no increase of export trade, not even a certainty of existence for our hundreds of lumber towns, if the present depreciation of the forest resource itself is not arrested."

Ontario was to be congratulated upon the installation of a modern forest protection system, remarked the lecturer, for the prevention of fire loss took precedence to any forestry plan. Canada as a whole was making remarkable progress in ousting the fire fiend from timber. New Brunswick and Quebec and British Columbia possessed modern and efficient protective organizations, and Nova Scotia was about to climb aboard the wagon this spring. Little was to be gained by talking of extensive planting of trees until the ravages of fire in mature timber had been mastered.



Ontario white pine lumber hewn in Temiskaming district

dinned into ears of Sweden, France, Switzerland and other nations have made us ask embarrassing questions. The fact that Germany has doubled her forest wealth in the last generation has prompted not a few Canadians to inquire why Canada's forest wealth has been cut in two during the same space of time. Canadian boys by the thousands have worked in the forests of Gascony and have heard the story of its transition, solely through forest cultivation, from one of the most wretched to the richest area of France. The league of nations will do one notable service for Canada if it only inculcates a more enlightened theory of public management of resources.

Mr. Black pointed out that every progressive government on earth had been forced, sooner or later, to make forest management a State function. This resulted as a matter of course because of the conflict between the transient interests of individuals and the long-time element in growing timber. Only the State with its providential functions could master the task of timber perpetuation.

"Over the greater part of the Dominion we do not know what timber we own nor where it is, nor what it consists of. We have few forest maps. Though we have thorough inventories of the number of pay envelopes to be filled by next year's forest crop, we have no inventory of the crop itself.

"As to the possibility of timber exhaustion in Canada, we have two noteworthy pleaders; first, the calamity agent who cannot see where another log is to come from the week after next; secondly, the annual-address banker and politician offering to pay the national debt from the unscathed timber wealth of Baffin's Land. Until we have the rock foundation of fact, ascertainable only by a forest survey of Ontario and Quebec, we have only surmise to rest on. We know the terrific rate of consumption. We know that 40 million newspapers issued every day in America are stripping millions of acres of spruce. We know that the Toronto newspapers will devour in one day's run at least one thousand logs. We know that Ontario's white pine cut is falling year by year, because white pine is slowly passing off the map. We know that the forests of Eastern Canada are not growing as fast as they are cut down.

"From the United States, which owns four times as much timber as Canada, dismal confirmation of our own suspicions comes. Philip T. Dodge, president of the International Paper Company, declares that with two exceptions there are not two stands of spruce in the Eastern States that would justify the erection of a fifty-ton paper mill. Col.

Western Canada Notes of Interest

A successful launching took place at the Foundation Company's yards in Victoria, B.C., recently, when the wooden steamer Winnipeg was sent afloat at noon. The Winnipeg is the fourth of twenty 3,000-ton wooden steamers building here by the company for the French Government, three other vessels having been launched within the past two months.

A charter has been granted to Northern Pulp, Limited, with a capital stock of \$200,000, and headquarters in Winnipeg, to deal in, manufacture and sell pulp and paper as well as lumber, timber and wood of all kinds, including timber limits, concessions, etc.

The Russell Log Co., Ltd., has been incorporated with headquarters in Vancouver, and a capital stock of \$10,000.

The part that British Columbia spruce forests played in providing the material for the swarms of aeroplanes that took no small part in bringing the Huns to surrender will be pictorially set forth by the well-known Canadian artist, Mr. C. M. Simpson, of Montreal, who was in Vancouver recently, after a trip through the spruce logging camps of the province. Mr. Simpson went east, taking with him a large number of notes in pencil and color of spruce operations, including logging, loading and milling. These will be used in the painting of a large panel which will form part of the National War Memorial.

Due to the efficient fire-fighting organization at the Point Ellice shipyard of the Foundation Company at Victoria, B.C., recently, an incipient blaze which threatened the plant, was quickly extinguished.

The Penticton lumber mill, which closed down recently after a steady business for the past ten years, has been re-opened by the former manager, Mr. H. Leir, who has just returned from overseas. He is now starting to cut 200,000 lineal feet of lumber and expects a large market for his product. There are several fine pine and fir limits in the vicinity.

Cedars, Limited, are boosting the town of Lynn Creek, North, Vancouver, to one of the prominent spots on the north shore. Their whole plant is now running at capacity. Three machines operating in the shingle mill produce 95,000 shingles daily. The fourth machine will soon be in running order, increasing the output another 20,000. Likewise the saw mill is running on a large order for an outside purchaser. Foundations for bunk and cook houses and the offices of the company have been laid, and work is proceeding on these new buildings as fast as labor can assemble them. A complete sewerage system is also being installed in order to bring the sanitation of the camp up to the highest state of efficiency.

Sergt. Hooker, who recently returned from overseas, delivered an interesting talk in Chiliwack, B.C., on his reminiscences in France. His work was with the 21st Forestry Corps. The record cut in one mill in a ten-hour day was 165,000 feet, and the honor belonged to the 70th Co., while another company working a similar mill, sawed 125,000 feet in a day.

Major D. D. Young, British Columbia lumber commissioner, representing the forest branch of the administration in Eastern Canada, accompanied by W. Turnbull, who is in charge of the publicity department of the forest branch, were in Calgary, recently, attending a meeting of the Mountain Lumber Association. While there they also had a conference with Major Brechin, who is the lumber commissioner, representing the B. C. forest branch in the prairie provinces.

Never Loses His Liking For His Work



W. K. Baldwin, M.P.,
Baldwin's Mills, Que.

W. K. Baldwin, M.P. for Stanstead county, Que., is a well known lumberman and all his days has been engaged in the industry. Early in life he commenced manufacturing lumber on the outlet of Baldwin's pond, which business has been more than half a century in the family. Mr. Baldwin sees no reason why the same line cannot be continued for very many years to come by his successors, as his land holdings cover several thousand acres. These, with his other holdings, make Mr. Baldwin the largest real estate owner in the county of Stanstead which he has represented in the House of Commons since 1917, when he was elected in the Liberal interests.

Mr. Baldwin was born at Baldwin's Mills, Stanstead county, in 1857, and in addition to his activities in lumbering, conducts a busy mercantile establishment. He is also a director of the Canadian Crocker-Wheeler Co. and of the Canadian Southern Power Co., of Quebec.

The outstanding feature of Mr. Baldwin's career is that he has never lost his liking for work. He has a cheerful way of making his work his play, early and late, and believes that this class of individuals gets the most out of life. Providing one is always ready to work with the great forces of nature, success and happiness are assured.

Mr. Baldwin was educated at Stanstead College, and is related to Robert Baldwin, the eminent Canadian statesman, who played such an important part in the early political history of the Dominion.

Britain Will Import Box Shooks

Alexander Wilson, of the Wilson Box Company, St. John, N. B., entertained recently a distinguished visitor to the city in the person of C. Peto Bennett, of London, England. Mr. Bennett is by far the largest importer of box shoos in Great Britain, having last year handled sales amounting to \$10,000,000. He landed in New York and came to St. John especially to see Mr. Wilson before proceeding to Quebec, Montreal, Winnipeg and Vancouver. With the granting of a preference by Great Britain to her colonies in which it is expected that box shoos will be included, Mr. Bennett said that the Canadian manufacturers will have a splendid opportunity to develop an export trade which will be an immense advantage to the Dominion, and no city is better situated than St. John is for this trade. Mr. Bennett expressed himself as being highly pleased with St. John and remarked "that if its citizens follow up the great opportunities that nature has so bountifully provided St. John cannot help becoming a great city in the near future."

Cross Demand Failed in This Action

In the case of Mason, Gordon and Co., vs. W. H. Pauze, and contra, Gordon & Co. sued the principal defendant for \$240, due on two promisory notes. This claim was not contested, but defendants made a counter-claim against the firm for \$2,057 damages for default of delivery of two carloads of fir doors ordered by Pauze.

Justic MacLennan, of Montreal, gave judgment for the plaintiffs, Gordon & Co., for \$240, with interest from September 17th last, on the principal action, together with costs; but dismissed the counter-claim by Pauze against Mason, Gordon & Co.

"The cross-plaintiff," said the judge, "has never tendered the price of the doors to the cross-defendants, and until he filed his cross-demand in the present action he made no demand for their delivery or for damages after the cross-defendants had notified him that the order was cancelled, and that the goods would not be shipped.

"The cross-plaintiff does not allege or prove that he purchased any goods in the open market to take the place of those which he had ordered from the cross-defendants in February, 1917.

"The damage to which a purchaser is entitled for non-delivery of goods is not the profits which he has lost, but the difference between the contract price and the market price of similar goods in the open market at the date of the breach or failure to deliver, and it is his duty to go into the market and supply himself with other goods similar to those which he had bought if he intends to hold the vendor liable in damages for failure to deliver the goods purchased.

"The cross-plaintiff by his silence from the date of notification

of cancellation of the contract for a period of over eleven months, and until he was sued by the principal plaintiffs on a balance of an indebtedness which was due by him before the cancellation, acquiesced in the cancellation of the order given by him on February 28th, 1917.

"In the circumstances the court holds the cross-plaintiff has not proved the material allegations of his cross-demand, which is accordingly dismissed with costs."

Canada's First Portable House for France

Canada's first portable house, built for the purpose of demonstrating the possibilities and workmanship of Canadian woodworking factories being members of the Canadian Timber Products Association, is now on its way overseas, and by the time this article appears in print it will probably have arrived in France.

The house, which was of the "Ready-built" style, was made by the McLaughlin Davis Lumber Co., Ottawa, and was built for the purpose of showing those in England and France one type that could be constructed and shipped at a certain charge to the countries in need of them.

It was not built in connection with the previously reported order of ten thousand portable knock-down houses at an estimated value of around \$6,000,000. This particular house is known to the manufacturing trade as "ready built," which is distinct from the "knockdown" design, the latter being largely constructed of panels.

Up to May 12th it was not known whether the house had arrived in France or not. After its arrival it will take some time to be set up. The cost of the ready built house, while cheaper in the first place from a manufacturing view, has the disadvantage of not being put together or set up as readily as the type known as the "portable house." In the end, with everything complete and ready for occupancy, the cost is practically, according to an Ottawa manufacturer, about the same.

Very little new information regarding the placing of the order secured by Mr. A. G. Rose of Ottawa, representing the Canadian Timber Products Association, for portable houses in Europe, developed at Ottawa, during the past ten days, though it was unofficially stated that the Export Company of London, England, might place an independent order for approximately 2,000 houses.

From certain information it did not appear that anything definite had been as yet decided.

Details as to the cost, construction, etc. of the houses were not announced. The question of freight rates, which has much to do with the non-acceptance of the previous order, is still in abeyance.

Pulpwood Cut Falls Off in the East

Reports received from New Brunswick are to the effect that the present pulpwood situation is not bright and that unless the mills come out with a fair figure commensurate with the high cost of living there will not be a great deal of pulpwood taken out this season. The dealers are afraid of the market and will not encourage the farmers to cut.

Writing to the "Canada Lumberman" James T. Clair, of Clair, N. B., states that the supply of cars during the last season was very good and practically all the wood was shipped. This has filled up the mills with a good supply thereby lessening the demand. He figures that the output for 1918-19 is fifty per cent. of what it was in 1917-18. This applies more particularly to new territory than to the older settled districts, where production will be about the same. The prevailing price for 4 ft. peeled spruce and balsam pulp wood at present is \$10.50 to \$11.50 per cord f.o.b. cars, loading place. Last year the figure was around \$12.00. There is very little stock of last year's wood on hand at the present time.

Late Rains Delay Forest Patrol Work

The late season and abundant rain fall has proved trying on farm and garden operations in Ontario, but the Department of Lands, Forests and Mines has been able to effect a considerable saving by reason of not having to send its fire rangers into Northern Ontario to patrol the extensive forests as early as customary.

In recent years the fire rangers, of whom a large number are employed, have begun their duties on May 1, although a few years ago this patrol work began on April 15. This year, however, because of the backwardness of the weather and the heavy rains, the rangers are not to be sent north until May 15, although the staff is complete. This has resulted in a saving of about \$40,000 to the province.

The following new companies have been recently incorporated under the provincial Companies' Act: Lyon Lumber, Limited, capital \$50,000, head office, Vancouver; North Arm Lumber Co., Limited, capital \$20,000, head office, Vancouver; McElroy Lumber Co., Limited, capital unknown at date of writing, head office, Vancouver.

Operation of New Housing Plan

Expert Advice and Town Planning Service are Placed at the Disposal of Any Municipality

The principles underlying the Ontario Government Housing Scheme are:—To assist in overcoming the present scarcity of small houses; to give working men and women, and returned soldiers an opportunity to own their own homes; to assist in providing employment.

It is the intention of the Government to try and secure the erection of houses of a somewhat better class than many of the small houses which have heretofore been built. The adoption of the principle of selling on monthly payments, instead of renting, will, it is expected, encourage the thrifty and industrious, and put within the reach of a great many people, an opportunity of owning their own homes, which otherwise they never would have had.

It is the intention to have these houses erected at the lowest possible cost, and at the same time to have them built in as healthful and sanitary a manner as is possible. The housing standards prepared by the Ontario Housing Commission, with a few slight variations, have been adopted by the Province. These housing standards cover grouping of houses, provision of open spaces, sizes and types of houses, sizes and heights of rooms, provisions of light and ventilation, heating, plumbing, lighting, character of materials, sanitary arrangements, etc.

In order to secure the best houses and sanitary arrangements possible these standards will be followed. All plans and specifications submitted to the Director will be judged by such standards.

The Government is also providing experts in various branches of housing. They are employing town planners, sanitary engineers, for both sewerage and water service, road engineers, architects, etc. The Government propose to place absolutely free at the disposal of any municipality coming under the Act, the services and expert advice which it may be necessary to have. The intention is to assist each municipality for such services, and thus to carry out such schemes. The standards mentioned must be compiled with. Besides preparing their own plans and specifications the Housing Commission of every municipality is expected to work out its own plans of developing the land required for houses, and laying it out and plotting the houses thereon to the best advantage.

A copy of the report re Housing contains much information, including the following:—Act, Rules and Regulations, Housing Standards, Provisions to be considered, and Forms.

The list of municipalities under the Ontario Housing Act, is: Sudbury, Windsor, Sandwich, Fort William, Hespeler, Port Dalhousie, Madoc, Galt, St. Catharines, Ingersoll, Port Credit, Oshawa, Sault Ste Marie, Ford City, Ottawa, New Toronto, Elmira, Neebing Township, Cochrane, Trenton, Sarnia, Woodstock, Point Edward, Sturgeon Falls, Leamington, Palmerston, Richmond Hill, Perth, London, Whitby, Guelph, Niagara Falls, Listowel, Brantford City, Brantford Tp., Bridgeburg, Fergus, Thorold, Mimico, Walkerville, Midland, West Oxford Tp. Arthur, Stratford.

Lumberman's Sons Home From the Front

Two of the three sons of A. J. Young of the Young Lumber Co., North Bay and Toronto, who have been overseas for several years, have returned home. Lieut. John Francis Young and Lieut. Alfred Harold Young are once more in Canada, while Lieut. Russell Young, the oldest son, who was associated with his father in the lumber business in North Bay, is expected back in the near future.

Lieut. John Francis Young was a third year student in mining at the School of Practical Science in Toronto when he enlisted as a gunner. He joined the 25th Battery, C. F. A., in March 1915, and left for England in August of the same year. In December, 1915, he secured a command in the Royal Garrison Artillery, going to France in July, 1916, as second Lieutenant. He took part in the battles of the Somme, and was promoted to a Lieutenantcy. During the past summer he was in England taking a battery commander's course in the Royal Garrison Artillery.

Lieut. Alfred Harold Young, who is a younger son, signed up in March, 1915, as a gunner in the 47th Battery. He left for England in September of the same year and secured a command in the Royal Field Artillery in May, 1917. Crossing to France in January, 1918, he saw some lively fighting. Previous to joining the colors he was a student at the University School, Toronto.

Will Handle Lumber for Europe

C. Gardner Johnson & Co. have been appointed agents by the French High Commission for the forty wooden ships now being built in British Columbia for the French Government. Some of these vessels are about ready for sea, and the French Government wishes to have them all take cargo when they sail. While no definite infor-

mation regarding the loads to be carried can be obtained, it is understood that some of the vessels will handle lumber bound for Europe. The French construction contract includes 20 wooden steamers of 1,500 tons and 20 of 3,000 tons, the latter being of composite construction. Up to the present time three of the larger vessel have been launched, and eleven of the smaller ones. The earlier launchings are now practically fitted out for trial trips, and the action of the owners in appointing a British Columbia agent indicates that shipment of the vessels homeward will commence in the near future.

Mr. Chesbro Finds Conditions Improving

R. G. Chesbro, of Toronto, who represents the Allen-Stoltze Lumber Co., of Vancouver, returned recently from a month's business trip to the West in the interest of his customers. It is three years since Mr. Chesbro has visited the Pacific Coast, and naturally he noticed a great many changes. He spent a good portion of the time while away in visiting the mills, both on the Coast and in the mountains, and conferring with his firm on matters of mutual interest. Considerable buying was done in the West for special customers in the East, and the stocks inspected and found satisfactory.

Mr. Chesbro reports that everyone in B. C. is becoming most optimistic and looking for a busy season. The feeling is much better since large export orders have been placed by the British government. After ocean transportation improves, it is believed that everything will move along expeditiously. The shingle market is rather short of supplies at present, and prices are stiff. On the whole, Mr. Chesbro considers the outlook for Western stocks in Ontario is particularly promising, and is well pleased with the business prospects.

Better Regulations for Burning Slash

Fire Rangers of British Columbia have begun operation for the season. Twenty are engaged in the coast section of the railway belt, twelve of whom are returned soldiers with previous experience. The field work of the rangers is now entirely under the control of the chief ranger Selkirk, instead of the crown timber agent as formerly. It is also announced that the appointment of rangers continues during good behavior which is a move calculated for the good of the service. It is also stated that the permit season for burning slash has been extended from September 15th to September 30th.

At a meeting of the Dominion fire rangers held recently at New Westminster at which there was a large number of provincial representatives, the matter of better legislation in regard to the disposal of slash in the woods was referred to. This slash is the biggest menace to the safety of merchantable timber today. While it is possible to have the particular accumulation of slash designated as a nuisance and dealt with in that way, the present method is too slow, and not fitted for the dozens of small accumulations, besides which the time is liable to pass during which it is possible to burn the fuels safely.

Plant of Prince Rupert Co. Leased

The plant of the Prince Rupert Lumber Co., of Prince Rupert, B. C., has been leased to the Prince Rupert Mills Co., Ltd., which concern has just been organized. It is composed of Vancouver lumbermen under the able management of A. A. Ewart, who is a competent and experienced lumberman. The Prince Rupert Spruce Mills Co. started operations early this month on a commercial basis. The past operations by the retiring company under Mr. Duby have been under contract with the Imperial Munitions Board for supplying airplane spruce.

Mr. Duby, under whose supervision the plant at Prince Rupert was erected, has gone to Vancouver. Regarding his future plans, he says that it is his intention to engage again in the lumber business at an early date. On behalf of the retiring company and himself, he expressed appreciation of the liberal patronage extended. Mr. Duby is confident that the new company will be in an excellent position to serve the wants of the trade in the Sitka spruce line.

Enterprising Firm is Branching Out

John Hanbury, of Vancouver, who is at the head of the well-known firm of J. Hanbury & Co., Limited, has effected a division in the control and management as well as an extension in operations. Major Geo. Hanbury, his son, who recently returned from the front, takes over the mill and interests at Brandon, Man., while W. F. Hanbury of Winnipeg, assumes charge of the Lone Star Lumber Co., of Kamloops. It is understood that plans are under way to establish three new mills at Notch Hill and Cherry Creek limits. Mr. John Hanbury will continue to supervise the Vancouver plant, while his sons assume the management of the mountain and prairie position. The average cut of a quarter of a million feet a day is the present capacity of the Hanbury mills, but Mr. Hanbury is planning to spend a quarter of a million dollars in bringing the plants up to the highest production point.

Securing Efficiency in the Filing Room

Volumes have already been written on "Efficiency in Filing Room," but there still seems to be a vast difference of opinion in most plants, and the writer will try to state briefly some new ideas. These ideas are based on the practical knowledge of men who have met with similar difficulties, and it is hoped that they will be of great benefit to mill men who have spent sleepless nights trying to solve the difficult problem, says D.R. Forsythe in the "Southern Lumberman."

We will first take the front of a circular sawmill. Some use drag saws, some swing circular cut-off saws, others band cut-off saws, which are all practical. Our idea of a drag saw is to have the saws perforated at the bottom of gullets, as shown in Fig. 1, which saves the filer work in grinding, and saves the company many wheels.

Now the circular cut-off saws range in sizes from 60 to 84 inches, and require very careful study. Frequently an inexperienced man tries to operate the machine, consequently logs may drop or pinch the saws, causing them to crack or become long on the rim from short twists. One will find a remedy to keep these saws from cracking by using a cross-pin hammer, letting them down on the rim and expanding the gullets so as to overcome this twist, as the hammer expands the gullets to such an extent it is hard to crack them.

The Main Circular Saw

We now come to the main saw, the log circular saw, which requires a great deal of deep thought and consideration. The carriage track should be in line. Fig. 2 shows a sketch of the V rail. Stretch a tight line parallel to the entire length of the V rail, then measure 6 inches from the center of the V rail at both ends, make a wooden tram or guage to fit V rail snugly, then bring guage along. If the pencil mark travels to and from the line, your track is out. You can easily pull this back in line by making a hook that will hook over the flange of the rail, boring through the track timber, say at a 45 degree angle, as shown in cut No. 2. See that the track is level, so that the timber won't travel to the saw in a wind. We have heard some men say it does not matter as long as the track is level in front of the saw, but this is a mistake, as the back end of the carriage being uneven has a tendency to cause the timber to pull loose from the dogs and travel to the saw in a twisted position. Therefore, it is essential to the care of saws to have the track level.

Next take the carriage. See that the V trucks fit the V rail, but don't have the flanges loose on either side nor the truck bearing hard on the bottom of V track. In fact, it is better to have a slight clearance at the bottom of the groove, as the track wears fast and causes the carriage to have too much lateral motion. See that most of the end play is taken out, also that the fish plates are level and the face plates on the head blocks are plumb. Then you will find that the carriage will run true.

Next take the mandrel or saw arbor. See that this is perfectly level and try it plumb, as sometimes a mandrel will show level and the collar may be out, causing the saw to be out of plumb. If the mill has no lathe or a lathe that won't swing the mandrel, take tail rest of lathe and place a 6 x 8 across the track, then run the engine very slowly and face up the collars to give the saw a good bearing on fast collar. If you cannot have your loose collar flat, except where lug pins come through, just a little counter made out of cast steel, as the ordinary cast-iron collar is inclined to lose its shape, causing a great deal of trouble. Inspect the lug pin holes with a 6-inch straight edge to see that there are no burs or disorted places on the face of each collar. See that your lug pins do not project too far into the loose collar, as it will cause your saw to be insufficiently clamped. These are all essential to the running of saws.

Next comes the lead in the mandrel for long timber rigs— $\frac{1}{4}$ -inch in 20 feet. To secure this lead some use a wooden tram, while others stretch lines, which are both good methods. Now to secure this quickly, slack both guide pins and see that nothing is touching the saw, then move the carriage until a head block comes in front of the saw. Now dish the saw to the log and lay a rule on the head block just so it touches the saw at the roots of the teeth, then move the carriage slowly ahead until the rule comes to tail of the saw, having the saw just clearing the rule, say 1-32-inch. This is a very quick and good method. If you are doubtful of your saw, turn the mandrel around (Fig. 3).

Hammering and Fitting Need Thought

Hammering and fitting requires a great deal of deep thought and study. Take speed, for instance. You can vary in this. Saw-

makers have made a study of this for years. If you increase the speed over ten thousand rim feet per thousand you diminish the feed and your sawmill sounds keener, but will not do any more work. Excessive speed makes the saw sensitive and inclined to dart and not get results you would attain from the standard speed. Now if the mandrel is inclined to run warm, leave the saw pretty tight across the eye; do not allow the tension to drop away more than 10 inches from collar line. Of course, the mandrel should run cool, but there are lots of things in a sawmill that should be, but do not pan out; therefore, it is the filer's duty to study all conditions. A saw should be tested all the way across with a long straight edge, to see that it does not become tight in the eye; but be very careful around the eye of the saw, as that is one of the vital spots. If the eye gets too open, the saw is inclined to lay out on a thin slab and crack at the collar line, or turn over the collar. When a saw is turned over the collar several times, even if you pad your anvil, it will become weak and lose its elasticity; then the saw is never the same. When a saw runs out it is a tremendous strain on the eye, as the timber crowding the saw out forms a wedge between the rim and the eye. This being the case, the collar nor the log will give, therefore you are in danger of cracking the saw around the eye. We have seen many saws

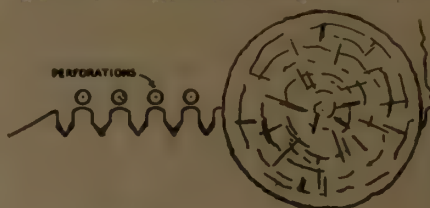


Figure 1



Figure 2

running out of the log from being too open around the eye, or too open for the speed; in other words, having the tension in the wrong place. The sawyer will say to the filer, "Let's try a little more lead," and it may take the thin slab all right, but when you get the cant or timber squared up, the saw runs in, due to both sides of the saw cutting equal.

Now the sawyer finds he is going to cut the cant out of square or ruin the piece of timber, so he holds the saw out of the log, and finally finishes that piece of timber and loads another log. Now bear in mind his saw is lined in the log and the guide is holding the saw out. He starts in, and the saw mandrel leads out, causing the timber to rub the centre of saw and the friction from the log expands the saw at the centre to such an extent that it is impossible to continue sawing. The whistle blows to shut down and the filer comes while they are taking the saw off. The sawyer tells the filer, "You have too much tension," so they, together, pull the saw through and find it wide open, the saw goes in the filing room and before it is thoroughly cooled off the filer puts it on the anvil, lets it down, and really the saw is too stiff, 12 inches back from the rim. The only solution is to get that lead right, and then you can regulate the tension in the saw.

We suggest that across the eye of the saw just a little light should show under a 12-inch straight edge, gradually dropping the tension to the centre of the saw. We find that this gives good results.

The Rim of High Speed Circular Saw

Now we come to the rim of the high speed circular. We have come from the centre of the saw with the tension gradually tapered out to the rim, carrying the rim about 5 or 6 inches flat. This should be perfectly level. A high speed saw will become rim-bound, and where it does your saw will get hot on the rim, causing it to snake and throw dust. To overcome this, use a 6-inch straight edge and hammer lightly, avoid doing too much work on one side. It may seem tiresome to keep changing the saw from one side to the other, but after awhile you will get these tight ridges all expanded and your saw will show level to the 6-inch straight edge on both sides.

We find that in testing for these ridges with the straight edge it is better to have the saw dished away from you. See Fig. 4. In working out these ridges on a rim-bound saw you may disturb your tension. Hammering the rim of a saw you are bound to let out your tension to a certain extent, but you can feel safe in knowing you have expanded the steel where it needed it, as a ridge is where the metal is bunched up. These ridges come in saws through expansion from both ways, running your tensions up to the rim to 4 or 5 inches of the rim. Then, on the other hand, there is a certain amount

of contact and expansion when the saw comes in contact with the log. That is what a great many filers call the dead line, and when that becomes tight, and the metal gets bunched, it is called ridges or fast places, commonly known in mills as being rim-bound.

There are quite a few differences of opinion on tension, but we are all striving for the same results—getting good running saws. We can say this much: if a saw is tensioned too much for the speed, it will lay in or out, and if it is not tensioned enough, it will snake, so there are tension levels for all speeds and adjustable tension gauges to suit most any degree of tension you may desire.

We have seen quite a few saws run badly when they come out of the factory, but if the mill man will give the correct speed, the saw manufacturer will not miss it much.

When ordering saws you will, nine times out of ten, give the speed when out of the cut. Your saw may enter the cut at say 800 or 900 revolutions, and when it comes out at the end of the cut the saw may be turning 600 or 650 revolutions per minute. Now you can see that the saw will drop over because the mill lags down and the speed is not sufficient to straighten up the saw. Therefore, in lots of cases, the speed is given the manufacturer when the saw is running idle and it comes out for that speed.

Fitting

Fitting is an art. We have found men skillful in hammering, and tensioning the blade, but poor fitters. First, get your hook right don't get too much or too little. We favor a little less than one-half the diameter of the saw. See Fig. 5, which shows a good practical hook. Have the clearance on the back of the teeth; if you do not, your saw will heat on the rim. If you get too much hook you weaken your teeth, as you cannot get enough stock on the back, and at the same time get the proper clearance.

We have seen filers lose the shape of the teeth by not having the proper swage. We will give a cut of our "Ideal" swage with attachment. This swage is easily adjusted and we find it mild on the steel. One of the fine features is that it carries the metal ahead and by light grinding it faces up in great style. We know all teeth build from the back, therefore it is quite important to have a swage you can rely upon.

The day for soft saws has long since passed away. The temper has been improved along with other methods. The high speed circular of to-day is high and tough in temper, that which you will find in high-grade silver steel. These plates are of the finest selected crucible steel. Why? Because the day has come where timber is worth a great deal more than in former years, and a filer knows he cannot get good results from a soft saw. The mill owner knows he has to have a saw that will go on his mill and stand up and cut good timber and hold its cutting edge. This is a great thing to consider.

Jump Saws

Now we leave the main saw and come to the jump saw. This saw is not as important, as all it is required to do is to cut the board in two, but we might suggest having a saw with a peg tooth, so that the saw will not jerk or pull the board across the live roller bed,

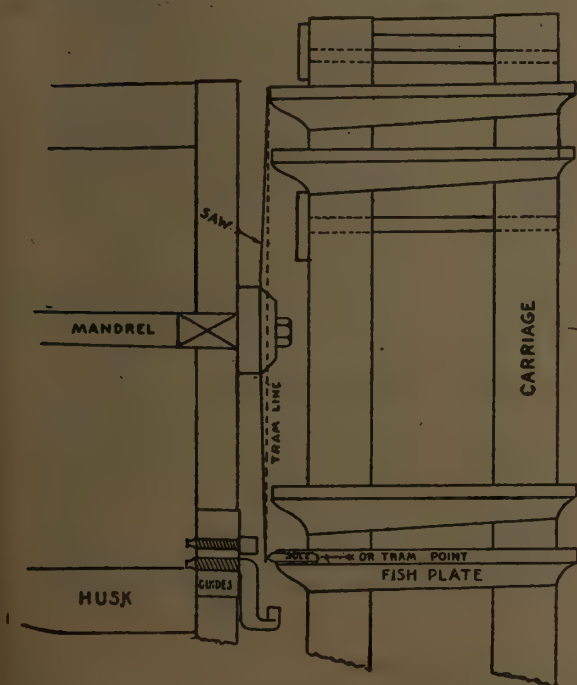


Figure 3

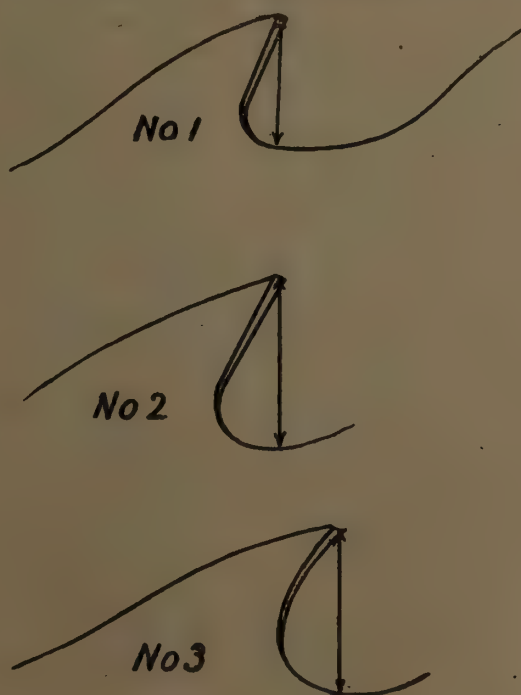


Figure 4

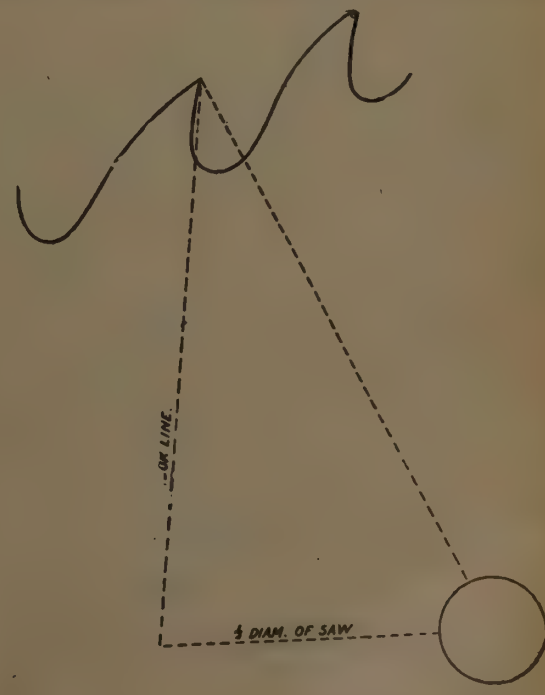


Figure 5

BAND SAW TEETH. DOTTED LINE IS CHAMBERING CAPACITY OF TEETH

No. 1 shows greatest throat room but least chambering capacity.

No. 2 gets its chambering capacity by depth, and is not a good all-round tooth. Will work well in pine or cypress.

No. 3 has a greater chambering capacity than either No. 1 or No. 2, and will do good work in all kinds of timber and will not vibrate in the cut.

causing the saw to bind and crack on the rim. See to it that the slides on the jump saw frame are plumb, so that the saw will enter the cut straight and not in a wind or twisted position. This little saw has quite a lot of work to do, and if it is not doing its work well the balance of the mill will suffer by becoming blocked up, causing the company to lose time and money.

Slasher Saws

Now come the slasher saws. They are very important—but I find quite a few of these saws sadly neglected on account of not having to cut accurately. They should also have a peg tooth the same as the jump saws, so they will not pull or snatch the slabs or refuse stock over the saw, causing them to crack and often twisting the plate. Once a slasher saw gets twisted there is no running it, as it becomes long on the rim and running in a twisted position, it is impossible to get the stock over the saws. How many of us have seen slasher saws running in this manner, smoking and not cutting. It usually makes the foreman's temper smoke, too. We suggest the peg tooth, also looking over the saws more often, as a slasher saw becomes rim-bound more quickly than any other saw in the mill. Not another tool in the mill gets more abuse than the slasher, unless it is a hog, as the slashed usually feeds the hog.

Let us suggest a few more points on the care of slasher saws. See to it that the tooth of the saw is just a little below the feed bed, as oftentimes a big butt slab will enter the saw and the saw will be embedded in the thick butt, and the thin part will be entering the saw next to it. If the saw is above the feed bed, it is liable to jerk it over and crack the saw that is imbedded in the butt of the slash. See that your collars clamp the saws evenly and get as much bearing on the saw in collars as possible. Of course, the speed varies on these a great deal, as there is such a vast difference in the diameter of the saws. Just a little light all the way across the blade is a good remedy. Try and keep the boxes cool so that your saw will not get too open in the eye and cause it to flap around, causing the saw to crack around to collar line.

Trimmers

Now come the trimmer saws. These saws require good, careful fitting. They should, above all things, be kept jointed perfectly round and set evenly. See that the lead is right. I mean by this we have seen trimmer saws after they have finished the cut, with the tail of the saw dragging hard on the board or cant, causing the saw to run hot on the rim and on some occasions the saws to crack on the rim. See that the trimmer arbors are level. Now, first, if the arbor is level, lead is right, saws are put up straight, jointed and set evenly, you will trim the lumber smooth. It is very essential that lumber should be trimmed smooth, as it brings up the grade and makes the manufacturer smile. Also it sells better.

Don't overlook any play in the arbor, as a saw playing back and forward will cause tooth marks on the end of the boards.

Edgers

Now comes the edger, which is a very important machine, one that cannot have too careful attention. First, see that the saw arbor

is perfectly level; second, that the collars fit the arbor snugly, so they will not rock around on arbor; third, have feed rolls level with arbor and bed rolls level with feed rolls. Keep your guide pins up snugly, not too tight. Have your saws to go on free, and when clamped or screwed up tight, see that they are not dishd. If your feed rolls are worn we will recommend the Coleman feed rolls. They are inserted tooth rolls and are absolutely guaranteed to make a straight lumber on any edger and can be fitted to any size machine. It is impossible to make straight lumber with worn rolls.

Another thing is essential when edger is stopped: lift up the press rolls and push a board up to the saw and see if you have the proper hook in the teeth, and see if the clearance on the points is right. Sometimes it is a job to get a machine in condition, but when you get one right, the worry and trouble is over.

Band Saws

Now we have finished up with the circular mill. We will take up the band mill. There are lots of different makes of band mills, and though they are different as to patents in their straining devices, they all attain the same results. Of course, we will not have to go through round saws in the band mill, as they are the same as in a circular mill.

There are double-cut and single-cut mills and re-saws. Double-cut mills require a careful study and accurate workmanship on saws. Your double-cut bands have to be perfectly level right across the tooth line and tensioned evenly so that the strain will be equal on each edge of the cut. One edge cannot be longer than the other. When this occurs the saw will lead, as the strain on the plate is unequal. See that your mill has no cross line. If it is a telescope type see that the mill does not cross-line as it rises and lowers. Be sure your automatic grinder swage and shaper is keeping the teeth perfectly square. Sometimes the teeth will appear square, but may be a little higher on the log side or high on the board side. Now you see this works vice versa. As you turn the saw over to grind it will cause the saw to lead one way or the other.

To line your grinder, chalk each end of your emery wheel arbor on the automatic grinder, and lay a straight edge on the face plate of the machine and inscribe a line on the end of the emery wheel arbor. Then turn the arbor around and see if it corresponds with the inscribed line. Do this on each end of emery wheel arbor and allow for the thickness of saw. Then your saw will be ground square.

Also see that your shaper jaws have the same degree of bevel, because if one side has a long keen corner and the other a less degree of bevel, your saw is apt to lead. On a single-cut mill this is not noticed so readily, because each line the saw will lead in a little, but the boards will come out uniform until you get to the last line and then you will find it thick or thin, but the double-cut saw will make every line thick and thin.

Now one thing you are blessed with in a double-cut mill is that you do not have to worry with offsets. The guides of a double-cut are one of the important features. It is very essential that you keep these up almost perfect or as perfect as you can. I could go on writing quite a good deal more on double-cut saws, but will let this rest for later on.

Single-cut mills are similar to double-cut, only there are different requirements in regard to putting up saws. We will take the single-cut saws. A single-cut band requires to be a little longer on the back edge than on the tooth edge. This, so that when the mill is strained up the tooth edge becomes tighter than the back edge, because when the saw comes in contact with the cut, there is a certain amount of expansion on the tooth edge and this long back overcomes this expansion. I will not go into the different tension circles, but there is one thing sure, get your tension to co-ordinate with your strain and you will get good results.

Here is a good plan: If you are on a mill that has a movable straining device, get one of your saws, that is in good condition nicely tensioned and leveled, and put it in the mill. Start it up at full speed and then move your straining weights in until the back of the saw starts to slap, then move your strain weights out until the saw becomes steady on the back. There you have your tension so it will co-ordinate with your strain. The proper way to figure strain is to figure ten pounds to the width in inches, times the number of thousands in thickness of your saw blade.

Fitting the Teeth

We have finished tension and strain—let's take up fitting the teeth. So many people around the mill will say, "Give us plenty of throat room and we will show you lots of feed." Throat room is mixed up with chambering capacity. You can have ever so much throat room and yet the tooth will not have the proper chambering capacity. Different filers get the same results in different ways, but there is one way you can attain better results. For instance, say you are in a mill cutting mixed timber. I will endeavor to give cuts

of three different styles of teeth and number them one, two and three. See Fig. 4. Point out the tooth that is most suitable for all kinds of timber. There is quite a vast difference in the degree of swage a saw should have in hardwoods and soft. You can take a saw with too much clearance in hardwood and it is just like a lathe turning a hard piece of steel. It will chatter or vibrate in the cut. And, I might say, uneven tension will also cause vibration and cause the hardwood to be cut rough or what is commonly known as "washboard lumber." The saw being unevenly expanded throughout the blade, these different expansions coming in contact with the wheel cause vibration.

Lining the Band Mill

Many people say the mill is in line when nine times out of ten the mill is cross-lined. Some line with the saw, some tram off on the V rail and stretch a line through the hark frame and drop plumb bobs and measure in to the edge of wheel, and others line to the centre of shaft. Now here is a point to consider: Your bottom wheel will wear faster than your top wheel, and wear faster on the tooth edge. Now if you are lined to the centre of the shaft or to the edges, your saw line is out of the log, if your mill is a little worn. If anybody reading this article would be interested in the way I line, I will be glad to explain this point.

New Lumber Concerns Organized

The National Tie and Timber Co. Ltd., has been incorporated with a capital stock of \$20,000 and headquarters in Sudbury, to carry on the business of lumbering, sawmilling and general woods operation. Among the incorporators are Frederick Woods, and Frederick W. Rogers, of Sudbury.

A charter has been granted to the Rastall Lumber Co., Ltd., with headquarters in Toronto, and a capital stock of \$60,000. The company is empowered to take over the business now carried on by the firm of R. A. Rastall & Co., 1072 Queen Street, E., Toronto, and to conduct the business of lumberers, saw and planing millers, and to manufacture lumber and woodenware, and deal in wood products of all kinds.

The Muskoka Rivers Improvement Co., with headquarters in Toronto, and with a capital stock of \$10,000, has been formed to construct and maintain dams, slides, booms and other work necessary to facilitate the transmission of timber down the south branch of the Muskoka River, the Hollow River, and their tributaries, and to improve the navigation of these streams. Among the incorporators of the company are Chas. Mickle, of Gravenhurst; Jas. K. Shier and Alfred R. Shier, of Bracebridge; Simon Dymont, of Barrie and C. S. Mickle, of Whitney township, and other lumbermen. The improvements to the Muskoka River will be carried out, of course, subject to the provisions of the Timber Slides Companies Act.

Exports From St. John to United States

The exports of lumber and pulp wood from the port of St. John, N. B., to the United States during the year ending December 31st, 1918, and a comparison with the previous year were:

Articles	Unit of Quantity	1917		1918	
		Quantities	Values	Quantities	Values
Laths ... M.		33,797	158,213.24	15,554	59,316.19
Lumber ... M.Ft.		43,789	1,123,712.70	53,443	1,668,905.25
Pine Boards M.Ft.		1,254	35,259.23	1,337	42,346.62
Pulp Wood Cords		12,146	116,513.05	12,425	161,539.34
Shingles .. M.		1,159	5,912.20	2,052	10,601.30
Ships' Knees		698.35	.....	.....
Staves	1,090.79	.....	.....
Wood Pulp M.Lbs.		27,507	983,969.13	21,547	977,314.00
Barrel Heads		4,662.81

Old Company Takes New Name

The Mageau Lumber Co. Limited, which was recently incorporated with headquarters at Field, Ont., and a capital stock of \$250,000, is the name of the organization replacing the Field Lumber Co., and the new charter provides for increased capital if need be. The same board of directors is in charge of affairs, as in connection with the former organization, and will continue in office. The company will operate its mill at Field on the Canadian Northern Railway. Zotique Mageau, M.L.A., of Sturgeon Falls, Ont., is at the head of the new enterprise.

The National Fire Protection Association, in session at Ottawa, decided to ask grants from the Dominion and Provincial Governments and from the Federal and State Governments in the U. S. for the conduct of an educational publicity campaign during the week of Fire Prevention Day, which will be held on October 9.

Live Member of Progressive Firm

J. J. Cluff, Seaforth, Ont.

J. J. Cluff, who is a member of N. Cluff & Sons, Seaforth, and was recently elected a member of the District Committee of District No. 7 of the Ontario Retail Lumber Dealers' Association, is well known to the trade in Western Ontario. Mr. Cluff was born and brought up in Seaforth, where he enjoys the confidence of the citizens and was a "father" in the town council for several years. The present firm of N. Cluff & Sons, who are dealers in lumber, laths, shingles and coal, is the outgrowth of a small business started in 1879 by N. Cluff, the senior member. During many years of development, a solid trade in lumber and planing mill products has been built up. The factory is equipped with modern woodworking machinery, and the firm, owing to efficient methods,

coupled with courtesy and prompt attention to every detail of their customers' wants, have established a wide connection which is constantly expanding. A few years ago N. Cluff and Sons moved into new premises, and as stated, besides handling extensively lumber and planing mill products, they have a large coal business. The firm do not undertake contracts but figure on bills of supplies and report that the prospects for the coming season are very good.

The Outlook as Seen in the East

An Eastern correspondent of the Canada Lumberman writes: "The speculative is always the most interesting in the business and manufacturing world—what will likely happen, what prices will prevail, what will be supplies and what the demand. The results of the past year are known, the present is a sort of a mark time period of milepost in the reconstruction journey and the conversion of affairs in the wood products arena from a war basis to a peace footing. It is to the future that the trade is looking and wondering how matters will shape up generally, whether there will be an unprecedented demand in activity, an export expansion such as has never been witnessed or comparative stagnation for, at least, twelve months and a gradual resession in prices. It is easy to prognosticate and to make our wishes the sponsor for a projected line of thought. In certain circles the view is expressed that building will not become very active nor will any large reconstruction program be undertaken until values come down. There must be some incentive, it is claimed, to go ahead with new structures, although it is admitted that repairs and renovations cannot be any longer delayed. On what foundation the expectation of lower prices rests is a very unsubstantial one and is not bolstered up by any economic productive or market view point. Stocks on hand, with the great majority of manufacturers and wholesalers, are lower today than ever and the lumber that is now in the mill yards or at distributing points cannot be replaced at what it cost to produce it during the past summer. Expenses in logging, hauling, towing, distributing, sawing, piling and carriage have gone up all the way from 10 to 20 per cent. There is no evidence that there will be a decrease in any particular phase of the whole lumber situation from the felling of the trees to the final delivery to a customer. Everything is high and the trend is upwards instead of downwards on everything except pork. While labor is more plentiful and a higher range of efficiency prevails the liberation of men from the munition plants and other war activities in the eastern provinces came too late to be of much avail. Cutting generally starts in the month of August and ceases in January and it was practically the beginning of December before any new recruits were ready for the camp. Then there was the flu and now there is a certain unrest which is difficult to explain. Some manufacturers are more fearful of labor trouble than they are about being able to sell their cuts for the coming year at a satisfactory figure, but they are all hoping for the best."

Lumbermen Oppose Railway Demands

Meetings of representatives of the Canadian Lumbermen's Association, Canadian Manufacturers' Association, the Toronto Board of Trade, and Montreal Lumber Association were held recently to take into consideration the attitude of the railways in connection with the proposed increase in stop-off rates and other regulations relating to

the re-shipping arrangements on lumber, under such headings as dressing, kiln drying, sawing, sorting, etc.

The following suggestions have been made by the aforementioned bodies to the railways and there the matter rests at present.

Lumber, C. L. for dressing, etc.—Objection is made to any increase in the stop-over charge from 1c, minimum \$5.00 to 2c per 100 lbs., minimum \$8.00 per car.

Kiln Dried.—It was considered that the time allowed at stop-over point for reshipping both to points in Canada and the United States should be 60 days, instead of 30 days, which is insufficient.

Sorting and reshipment to United States, or for export.—The present arrangement to United States points, as per tariff C. R. 176, allows 12 months, and for export, as per supplement, 10 to C. F. 322 allows 12 months, which it is considered, should be continued.

Re-sawing.—The arrangement should also supply on lumber, cross-cut or butted, the same as now covered in C. R. 176.

Note 1. It is suggested this be amended by eliminating from the third and fourth lines, the following:

"Nor can one kind of softwood be substituted for another, or one kind of hardwood lumber for another; for example: Pine substituted for spruce; oak for maple; pine for oak, or maple, etc."

Note 5.—Covering re-building, is not quite clear to us, as it seems to conflict with the first item in proposed tariff, and item "B" of the regulations.

Regulations, (A).—It is suggested that the requirement that the number of feet be shown on the bill of lading be struck out, as it is impracticable and also the last two sentences, reading as follows:

"And in addition to the above, shipments for dressing, re-sawing or kiln-drying, must also show consignee and final destination. If change in destination is required, request must be made by shippers prior to arrival of car at stop-off point."

(B) Third paragraph, last line. Should not the "or" be inserted after "final destination," making it read as follows:

"Or such surplus weight may be used in making up the C. L. minimum weight."

Second paragraph—Eliminate what follows after word "consignee".

Fourth paragraph, third line: The words "and for same destination" be eliminated.

(H) It is suggested that the word "reconsigning" be substituted for the word "local."

The above suggestions are made after very careful consideration and after several meetings of the trade held in Toronto, Ottawa, and Montreal.

If the carriers would like to discuss the matter with the lumbermen a committee will be appointed for the purpose.

Budget of News from the West

The property of the Western Timber Co. at Gerard, B.C., and the logs of the saw mill at that point have been taken over by the New Westminster lumbermen, who expect to keep the mill running the entire season.

The second hull of the five ships built for the French Government by the Northern Construction Co. at Vancouver, was launched recently. The other vessels of the fleet are being constructed with dispatch and will be launched at regular intervals during the next few months.

Abernethy and Lougheed intend laying a railway to their timber limits at Lillooet Lake, and the engineers have gone over the ground preparatory to work being started.

The Duncan-Locke Lumber Co. of Vancouver has been incorporated with a capital stock of \$50,000.

The third of the five 1,500-ton wooden steamers for the French government was recently launched at the Poplar Island shipyard, New Westminster, B. C. The vessel is known as the C-46. The first of these vessels which was christened the Frontenac, but which is now known as the C-44, is ready for sailing.

Dussault & Boutin have sold their saw mill at Albertville, Sask., to J. E. Painchard.

McClelland & Co., lumber dealers of Letellier, Sask., have been succeeded by the Letellier Lumber & Coal Co.

Residents of Port Hammond, B.C., are justly proud of the war record of the saw mill located there. This mill turned out more lumber for use in aeroplane construction than any other one mill in British Columbia, and in this instance that means the whole Dominion. The mill company have a letter on file which proves the statement, and congratulates the management on the enviable position thus won. When labor was scarce the mill owners made attractive offers in order to secure female help and at one time eight patriotic young ladies were engaged in jobs that are generally looked on as men's work. Records show that they did these jobs as well as men could have done them.

Personal Paragraphs of Interest

Edward Clark of Edward Clark & Sons, Toronto, who has been ill for some time, is able to be at the office again.

Chas. J. Tulley, of the Forestry Department, Ottawa, has been appointed secretary of the Civil Service Federation of Canada.

A. B. Davis, sales manager of Ross-Saskatoon Lumber Co., Ltd., Waldo, B.C., was in Toronto recently calling upon the trade.

F. H. Stearns & Co., wholesale lumber dealers, have removed from the Transportation Building to the McGill Building, Montreal.

Alfred E. Read, of Read Bros., Limited, Toronto, has sold his house at 83 Dorval Road and has bought a fine new home on Oakmount Road.

E. B. Snyder of the Penrod-Jurden Co., Memphis, Tenn., was in Toronto recently on business and called upon a number of members of the trade.

Sir Douglas Cameron, of Winnipeg, who has considerable lumber interests on the Pacific coast, was a recent visitor to Montreal and Ottawa.

The Montreal offices of J. & W. Sharples have been removed from 1 Place Royal to 512-514 Transportation Building, St. James St., Montreal.

H. G. McDermid, of the Union Lumber Co., Toronto, who was laid up for some time with an attack of influenza, is once more able to be at his desk.

George Kersley, wholesale lumber, hardwoods, veneers, etc., has removed from the McGill Building to his yard office, 140 Chatham Street, Montreal.

Alex. J. Read, of Read Bros., Toronto, who has been spending some weeks on the Pacific Coast on a business trip is expected home in a few days.

S. A. Hurlbut, of the A. Sherman Lumber Co., Potsdam, N.Y., accompanied by Mr. Safford, manager of that organization, spent a few days in Toronto recently, calling upon the members of the trade.

James Ludgate, of Parry Sound, who is manager of the Schroeder Mills & Timber Co., Pakesley, Ont., spent a few days in Toronto recently. He is now thoroughly recovered from his recent illness and is looking well.

Frank J. Tone has been made president of the Carborundum Company of Niagara Falls, succeeding the late Frank W. Haskell. George R. Rayner has been made vice-president, succeeding R. B. Mellon, of Pittsburg. F. H. Manley retains the office of treasurer.

Duncan Heise, late of the Knight Manufacturing & Lumber Co., Meaford, Ont., has joined the selling staff of the C. G. Anderson Lumber Co., Toronto, and is looking after trade in softwoods in Western Ontario.

Hart & McDonagh have removed their offices from the Continental Life Building, Toronto, to more commodious quarters on the third floor of the Temple building corner of Bay and Richmond Streets, Toronto.

C. G. Anderson, of the C. G. Anderson Lumber Co., wholesale lumbermen, Toronto, has sold his residence at 93 Dewson Street, and has purchased a most commodious and attractive dwelling on Braemor Road, Wychwood, Toronto.

J. M. Donovan has removed his office in the Bank of Hamilton building, Toronto, to Room 707 and has embarked in the wholesale lumber business after being in the commission line for the past two years. He is specializing in western stocks and southern hardwoods.

J. Leonard Apedaile, of Montreal, has been appointed managing director of Price Bros. & Co., Limited, of Quebec, and will have charge of the various pulp, paper and lumber activities of the company. Until recently Mr. Apedaile was a resident partner of George A. Touche & Co., accountants, of Montreal, and resigned his partnership in order to take over his new duties.

W. J. Sheppard, of the Georgian Bay Lumber Co., Waubashene, Ont., is one of the promoters who will erect a new million dollar theatre in Toronto. The entrance will be at 263 Yonge Street and the building will extend right through to Victoria. The seating capacity will be 2,500 persons and construction will begin at once. The theatre will be a vaudeville and moving picture house and a \$25,000 pipe organ will be one of the features of the building.

W. R. Butler & Co., of Boston, Mass., have severed their selling arrangements with the Emporium Lumber Co., of Utica, New York, whose stock they have had the exclusive sale of in New England and a portion of New York state for more than 23 years. W. R. Butler & Co. will continue in the hardwood business specializing in Northern hardwoods, and they have completed arrangements so that they continue to supply beech, birch, and maple, while with the southern mills they have also effected facilities for large stocks of oak, ash, poplar, and chestnut.

N. J. McDonald recently started in the lumber business under the name of the McDonald Lumber Co., and has opened sales offices at 195 Victoria Street, Toronto. The organization is specializing in Coast and mountain forest products from B. C., and represents eleven mills. Mr. MacDonald, who was born in Nova Scotia, learned the lumber game in the manufacturing end in that province, and for some years has resided in the West. He has been in the selling branch of the business in Winnipeg, Edmonton and Vancouver.

W. A. Hadley, of Chatham, Ont., who is president of the Southwestern Ontario Retail Lumber Dealers' Association, was in Toronto recently to meet his son, Lieut. C. S. Hadley, of the R. A. F. who paid his own passage in order to get home. Lieut. Hadley says that London is crowded with many Canadian soldiers, who have become practically stranded while awaiting transportation. If application is made to the authorities they answer that the matter will be dealt with immediately and that is the last heard from them.

A Wilmot Hay, in his 61st year, passed away at his home in Woodstock, N. B., on April 27th. He is survived by a widow, two sons, Sergt. Robert W. Hay, now overseas, and Murray Hay, who recently returned from the front. Mr. Hay was born at Lower Woodstock, and conducted a pork packing business. He was on the farm settlement board, and immigration officer until relieved of duty by the present government, since which time has been associated with his sons in the lumber business. He was a leading citizen of Woodstock and his loss is mourned by many friends.

W. B. Snowball, of the J. B. Snowball Co., Chatham, N. B., has returned home after an extended trip to the Western States and the Pacific coast. Mr. Snowball took his jaunt for a complete rest and did not devote much of his time to mixing with the lumber trade or getting any special information along business lines. He visited some of the mills to observe their methods of sawing, and went into one woods operation on Vancouver Island. Aside from this, he says, he did not think of lumber from the time he left until he returned. Mr. Snowball was Mayor of Chatham until April last when he retired, not offering for re-election.

Reg. Buchan, of Robert Bury & Co. (Canada) Toronto, who recently returned from an extended trip to England, reports that there is a big demand for lumber of all kinds in Britain. The one great difficulty at the present time is transportation and the excessive freight rates prevailing. As is well known, the British Ministry of Shipping is allowing only 30 per cent of cargo space for commercial and industrial purposes. This is not nearly sufficient considering the varied assortment of goods. The Robert Bury Co. have shipped about half a million feet of dry basswood and maple to the United Kingdom, and this was done only after searching practically every port to secure accommodation. The company have a large quantity of mahogany, and other woods, ready to go over as soon as ocean carriage can be arranged.

Key Valley Railway Will Carry Lumber

The Schroeder Mills & Timber Co., of Pakesley, Ont., commenced driving logs about the middle of last month on the Key River and Dollar Lake. There has been plenty of water so far, and the drives are progressing favorably. It is understood that the Lauder, Spears and Howland mill in that section will not be running this summer, and that this firm have disposed of their logs to the Cleveland Sarnia Sawmill Co., of Sarnia, Ont. The Key Valley Railway, which was built between Pakesley on the C. P. R. and the site of the mill on the "Lost Channel" of the Pickerel River—a distance of twelve miles—will be in operation this season to bring out all the lumber that is still left in the mill yards, and also carry to carry tourists, there being a good-sized summer colony from Pittsburg, Pa., who spend their holidays in that ideal spot. The Schroeder Mills & Timber Co. have lately been burning over cut-over lands and believe that there should be much more done in that section in order to increase its agricultural possibilities.

Lumber Firm's Offices are Improved

Extensive alterations have been made to the offices of Terry & Gordon, Confederation Life Bldg., Toronto. Additional space is available for the officers of the Company, including new quarters for Frank W. Gordon, late of Vancouver, who has now taken up his residence in Toronto, and has special charge of the B. C. Forest Products department.

On the occasion of his marriage recently, Mr. Gordon was presented by the firm with a handsome cabinet of silver cutlery.

That the Canadian lumber trade will experience some difficulty in securing its share of orders for reconstruction work in France unless more attention is paid to the requirements of the overseas market, is a warning given by the commission of conservation at Ottawa to Canadian exporters of lumber.

McFadden & Malloy Acquire Eddy Plant

McFadden & Malloy, of Spragge, Ont., have purchased the mills, stock and timber concessions of Eddy Bros. and Company, Blind River, Ont. This important deal, which was recently concluded, gives McFadden and Malloy a cutting capacity of about 300,000 feet a day. The plant of Eddy Bros. and Company, whose headquarters are at Bay City, Mich., has been established in Ontario for some 15 years, and is erected on the Soo branch of the C. P. R., about 16 miles west of Spragge, where McFadden and Malloy's mill is situated. The capacity of the Eddy plant is 125,000 feet a day, and the equipment consists of two band saws, a gang saw and a gang edger, together with the usual accessories.

The townships covered in the sale are No. 176, No. 182 and No. 188. They are well timbered, and the principal growth consists of white and red pine with a sprinkling of hardwood.

It is understood that enough logs are already available to keep the Eddy plant operating during the coming season. John R. Stover,



McFadden & Malloy's Mill at Spragge, Ont.

who has been manager of manufacturing at the Eddy mill for a number of years, will continue in that post, for which he is thoroughly qualified.

Mr. McFadden states that his firm purposes sawing a considerable amount of lumber for export. In the past the principal market for their output has been the United States, but with prospects of foreign trade looming up attractively, it is the intention of McFadden and Malloy to go after a portion of this overseas business. The company operated several camps during the past season, and their logging output will be about the same as last year, although costs have mounted up considerably, totalling about 20 per cent, more than in 1917-18. Mr. McFadden is confident that the price of lumber will be maintained during 1919.

It is understood that some large sales of white pine have taken place recently. McFadden and Malloy, of Spragge, Ont., who, as already stated, acquired the mill, stocks and limits of Eddy Bros. & Co., of Blind River, have sold some seven million feet of the entire product of the log to American interests. It is learned that the figure received for the merchantable quality compares favorably with the price secured last year. The Spragge plant of McFadden and Malloy has already begun operations and the supply of labor is reported adequate. It is the intention of the firm to start the Eddy plant at once. The prospects for a busy season are promising.

No Aerial Patrol for Ontario Limits

Much has been heard recently respecting the feasibility and efficiency of aerial patrol in the protection of forests. As announced in the last issue of the "Canada Lumberman," the St. Marie Forest Protection Association of Quebec, which is a private concern composed of limit holders and timber men, had made arrangements with the Department of Marine and Fisheries for the use of two seaplanes for the coming season. These will start doing duty about the first of June.

Naturally when so much attention is being directed toward the subject of the use of hydroplanes in safeguarding the forests, the Department of Lands, Forest and Mines in Ontario has given the

project special consideration. The matter was gone into very thoroughly by Hon. G. Howard Ferguson, the plans being placed before him by the Canadian Air Force, and Gen. Manley Sims, acting Agent-General in London, England. After a full investigation, it has been decided that hydroplanes will not take the place of fire rangers in controlling the extensive forests of Northern Ontario.

Hon. Mr. Ferguson states that he had come to the conclusion that hydroplane patrols were impractical at the present time, and too costly to be attempted by the Government. Information has reached the Department of Lands, Forests, and Mines, that after trying them out at British Columbia and in the state of Minnesota, these districts have given up the hydroplane idea. In Quebec where two machines were tested out, Mr. Ferguson states that the area to be patrolled is that of a private concern, which is making the experiment although the Government is supplying the machines.

E. J. Zavitz, provincial forester for Ontario, also went carefully into the proposal made by the Canadian Air Force, and has reported that such a system as that recommended would cost more than twice as much as the present method of fire rangers. The present system costs \$6 a square mile, whereas the hydroplane patrols would cost \$12.50 a square mile. The lumbermen of the province were also consulted. They declared against the scheme, and said that the only practical method was the employment of fire rangers, watch towers and telephones.

It was estimated by the C. A. F. that it would cost \$375,360 a year to maintain the hydroplane patrols. The initial cost for aerial equipment would be another \$350,000, and on top of that buildings and certain lands would have to be provided, further increasing the cost. Even then the C. A. F. estimates were for patrolling only one-fifth of the extensive area.

"War Toronto" Loaded With Lumber

The last of that line of watercraft which proved so efficient in supplying the Mother country with munitions during the war, the "War Toronto," a wooden vessel of 100 tons net weight, arrived in Montreal recently on her way to England, with a million and a half feet of lumber on board. The "War Toronto" is the last wooden ship to be built for the Imperial Munitions Board. She is 261 feet long, 43 feet 6 inches in beam and 25 feet in depth. After discharging her lumber cargo in England she will be used in general trade between England and France. She is capable of developing 1,000 horsepower, and during her trial trip in Toronto some days ago developed a speed of over 11 knots. Her crew of 30 men, under Captain Low, came from England especially to man her on her maiden trans-Atlantic voyage.

Must Not Tamper With Log Booms

A trapper, canoeist, or settler who takes it unto himself to open up a river blocked by either rafts, booms or logs is liable to severe penalties in Quebec Province, according to a decision delivered recently by Judge Charles Langelier in the Quebec Police Court.

Eddy Boisvert, a settler in the Abitibi region, was standing trial on a charge of having smashed a boom holding logs on the River Harricana, above Amos. Boisvert admitted having cut the boom loose with an axe, but he claimed that a river was a public thoroughfare, and that no one had a right to block its path. This was admitted by the court, but the latter added that no man has a right to cause the loss of logs or rafts even to clear the way on a river, but that anyone finding a river or stream obstructed by logs, rafts, booms, etc., may sue the owner of such obstruction for damages.

The court fined Boisvert \$50 and costs or 15 days jail, and Judge Langelier said that the next settler, or whoever comes for trial on a similar charge, will get the full penalty of the law.

Dedication of the Lumbermen's Arch

The Lumbermen's Arch in Stanley Park, Vancouver, designed by the late Captain George P. Bowie, who was shot whilst sketching on duty during the war, was recently dedicated to the memory of its designer, and a brass plate affixed thereto in the presence of British Columbia members of the Artists Rifles Regimental Association.

The brass plate is engraved as follows: "The Bowie Arch" dedicated to the memory of Capt. George P. Bowie of the 5th Batt. Western Cavalry who was shot near Ypres on 7th July 1915, sketching on duty. He designed this arch and was formerly of the Artists (20th MK) Rifles.

Hon. C. C. Ballantyne, Minister of Marine and Fisheries, who has returned to Ottawa from the South, has informed Mr. S. J. Crowe, M. P., that he will support a grant of five million dollars for the improvement of Vancouver harbor. Harbor Commissioner S. McClay and Secretary W. D. Harvie will shortly leave for Ottawa in connection with this grant.

**Second Hand
Machinery &
Equipment
Wanted &
For Sale**

Quick Action Section

**Special Lots
Of Lumber—
Positions
Wanted &
Vacant**

PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 20 cents per agate line (14 agate lines make one inch). \$2.80 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 20th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

Maple and Birch Wanted

Clear Maple and Birch Squares, 2 x 2—10" and multiples, 2 1/4 x 2 1/4—10" and multiples. Box 889, Canada Lumberman, Toronto, Ont. 8-12

Birch and Basswood Wanted

Wanted. To purchase one or more cuts of Birch and Basswood for the present season. Apply Box 932, Canada Lumberman, Toronto, Ont. 10-11

Fir Wanted

I shall need some Wood for building, good mill-run North American Fir.

Thickness 1, 2, 3 inches.
Width, 4 to 11 inches.
Length, 8 to 16 feet.
100,000 feet in all.

10 Eugene Math, Depuy Cte Pontiac, P.Q.

Spruce Wanted

We want to buy the following Canadian Spruce:

25 cars 1 x 4—6 to 20' No. 4—S2S
5 " 1 x 6 " " " "
5 " 1 x 8 " " " "
5 " 1 x 10 " " " "
5 " 1 x 12 " " " "
20 " 1 x 8, 10 & 12—14 & 16' No. 3—S2S & CM.
25 " 1 x 4 to 12"—6 to 20' No. 5—S2S.

RUSSELL J. MATTHIAS CO.,

9-10 Chicago, Ill.

Poles Wanted

Wanted: Live Cedar, Basswood, White Pine or other straight grained, light weight poles, 10' long, 5-1/2" diameter and up, small end under bark, in carload or larger lots. If you can furnish any, describe them, and quote price, F.O.B. cars, or delivered here: G. Elias & Bro., Inc., Buffalo, N.Y. 10-13

For Sale-Lumber

Rock Elm For Sale

One small car 4/4 Rock Elm, thoroughly dry, and in first class condition. Apply at The Stratford Mfg. Co., Stratford, Ont. 9-12

Oak Timbers For Sale

Oak timber from 8 x 8 to 20 x 20, lengths 10 to 30, for boat and dock work. D. A. Webster, 50 Vernon St., Brookline, Mass. 8-13

Hickory For Sale

Hickory Squares 1 in. x 1 in. and Dowels 7/8 in. diameter, also Hickory Whipstocks. Can ship immediately, and will sell very cheap. G. Elias & Bro., Inc., Buffalo, N.Y. 7-10

HARDWOOD FOR SALE

1 car Maple 3" No. 1 Com. & B.
1 car Beech 2" No. 1 Com. & B.
1 car Switch Ties.
2 cars Ties.

Apply Box 940, Canada Lumberman, Toronto, Ont. 10

Birch Flooring For Sale

500,000 ft. Birch flooring for sale, ready for immediate shipment. We can fill almost any order. Quotations and sample will be furnished on demand. Apply to

QUEBEC LUMBER CO.,

8-11 98 St. Peter Street, Quebec, Que.

FOR SALE

LOGS. One million feet, more or less, mostly Pine and Spruce; also Hemlock, Balsam, Basswood, Birch, Ash and Elm.

Could be cut to any specification. Shipment direct from our sawmill at Indian Station, 20 miles west of Pembroke on C. N. Ry.

No reasonable offer refused.

Fischer & Remus, Lumbermen,

10-11 Box 1010, Pembroke, Ont.

For Sale-Machinery

FOR SALE

Excelsior machine, double head, good repair. One hand bailer. New. Very low price. Ralston, 591 Ingersoll Ave., Woodstock, Ont. 10

FOR SALE—SAWMILL

25 H. P. Engine, 50 H. P. return tubular boiler. Three log seat carriage, overhead set, friction feed works, single edger and slab saw. All in fair order. Price \$1,000. Box 915, Canada Lumberman, Toronto. 8-11

Water Tube Boilers

Four Heine Boilers each having 115 3/4" tubes. Two 18 feet and two 16 feet long, with Dutch Ovens. All complete. Fine for Sawmill. J. L. Neilson & Co., Winnipeg, Canada. 10-11

For Sale—Band Resawing Machine

in good running order; made by the Egan Co., Philadelphia; takes 6 in. band resaws; suitable for Box Plant or planing mill.

D. AITCHISON & CO.,
8-11 Hamilton, Ontario.

Jenckes Corliss Engine For Sale

One second-hand Jenckes Corliss Engine, 12 in. x 30 in. cut. Description and price on application to

Canadian Ingersoll-Rand Company, Ltd.,
2-t.f. Toronto, Ont.

High Speed Matchers

1—Berlin No. 90 High Speed Matcher with Profilers and several extra heads.

1—American No. 77 High Speed Matcher without Profiler but having several extra heads. Two real bargains.

Box 893, Canada Lumberman, Toronto, Ont. 6-t.f.

Big Sawmill

For Sale—Complete Machinery, Transmission, Lath Mill, Filing Room Equipment, Power Plant, for 200,000 daily capacity. Double Band Sawmill. Also Burner, Machine and Blacksmith Shop Equipment, Caterpillar Logging Engine, Sleighs, etc., etc. Box 930, Canada Lumberman, Toronto. 9-t.f.

For Sale

1—17 x 24 Atlas Engine, with 36 in. x 10 ft. flywheel.

3—No. 94 Berlin Matchers, 15 in., fitted with hard steel knives on top and bottom cylinders—one pair shiplap, jointer and flooring heads with bits for each machine.

1—No. 182 Berlin Double Surfer, 30 in. x 6 in.

1—No. 199 Berlin Buzz Planer.

1—No. 290 Berlin Picket Header.

The Otis Staples Lumber Company, Ltd.,
10-t.f. Wycliffe, B.C.

Band Saw Mill For Sale

One Waterous 9 ft. Band Saw Mill, gun-shot feed, complete with extra saws and filing equipment. Used about one year, excellent condition. The Geo. F. Foss Machinery & Supply Co., Ltd., 305 St. James St., Montreal, Que. 7-t.f.

EQUIPMENT FOR SALE

Peters' Mill, Parry Sound

1 left hand edger, 54 inch, 4 stationary saws and one moveable saw, made by Wm. Hamilton Co.

1 engine, 11 x 18 slide valve.

1 right hand Champion Edger, 48 inch, 3 stationary saws and 2 moveable saws, made by Waterous Co. (latter edger was only used two seasons and part of a third). Set of trimmers complete with chains and sprockets.

1 Patterson & Berryman feed water heater.

1 blower for Gordon hollow blast grates.

1 Riche automatic gang saw sharpener.

1 Rhodes gang saw swage.

In addition to above we have a considerable quantity of shafting, chains, pulleys, etc., all in good working condition.

Write for further particulars to

W. L. HAIGHT, Barrister,

8-11 Parry Sound, Ont.

Equipment For Sale

1—35 H.P. "Case" Engine and Boiler, on skids, 125 lbs. steam pressure, in first class condition.

1—56 inch Trevor "Jumbo" Heading Sawing Machine, Upright, with saw collar complete.

1—3 compartment Steel Vat, 24 by 7 by 4 1/2 feet.

1—10 H.P. Upright Engine and Boiler.

1—Box Board Planer, 24 in.

1—25 H.P. Motor, 3 phase, 60 cycle, 550 volts, and two 15 k.w. transformers for same.

2—2 1/2 k.w. Transformers, 2200 to 550 volts.

2—Stave Jointing Machines.

1—125 Gal. Duplex Steam Pump.

Trenton Cooperage Mills, Limited,

7-10 Trenton, Ont.

Wanted-Employment

Advertisements under this heading one cent a word per insertion. Box No. 10 cents extra. Minimum charge 25 cents.

SALESMAN with Eastern connection to sell B. C. Timbers, Yard Stock and Shingles, on Commission. Box 929, Canada Lumberman, Toronto. 10-11

Position Wanted

Lumberman experienced in all branches wishes position, outside work, ten years on road. References. Apply Box 937, Lumberman. 10-11

FIRST CLASS BAND SAWYER wants position. Can deliver the goods. Right hand rig preferred. Box 941 Canada Lumberman, Toronto. 10-11

BAND-SAWYER, GOOD FAST NIGGER MAN and good White Pine Grader, wants position. Best of references. Box 904, Canada Lumberman, Toronto, Ont. 7-10

MANAGER OF RETAIL LUMBER BUSINESS desires to make change. Twenty-five years' experience in lumber, including several years' travelling. Box 933, Canada Lumberman, Toronto. 10-12

POSITION WANTED by a first class man who knows the lumber business in general, from the lumbering to the retail yard. Could supply best references. Apply to 700 4th Avenue, Maisonneuve, Montreal. 10-11

POSITION AS SAWYER on left hand rig. I have long experience on both circulars and band saws. I am used to fast rig steam feed and steam Niggers. I have been in the employ of the same company for over five years. I want to change on account of short season. I am a married man with wife and family, and can furnish best of references if needed. Apply to Sawyer, c/o Canada Lumberman, Toronto, Ont. 9-10

Business Chances

Veneer Plant For Sale

Up to date Veneer Plant for sale, with good box business. This is a good, going concern, making money; a good chance for anyone who understands timber. Apply Box 934, Canada Lumberman, Toronto. 10-11

Sales Manager

Position or an interest desired in live, up-to-date wholesale lumber concern, requiring services of a Sales Manager with 15 years' experience in White Pine and North-west lumber; familiar with the Eastern trade and sources of supply. Box 932, Canada Lumberman, Toronto. 10

Saw Mill Plant For Sale

Practically new and modern Saw Mill Plant, capacity about 30 Million feet per annum, located in the Interior of British Columbia on a beautiful inland lake and on the main line of the Grand Trunk Pacific Railway. About 500 Million feet of timber on and adjacent to Lake (about 90% Spruce) and another Billion feet available at reasonable prices. Natural conditions ideal for economical logging, manufacturing, piling and shipping. An advantage of about \$4 per thousand feet in freight rates to the Prairie Provinces over Coast shipments. This property offers unlimited possibilities as a lumber, pulp and paper property. Would consider selling a half interest. Terms reasonable.

A. C. FROST COMPANY,
134 South LaSalle Street,
Chicago, Ill.

5-t.f.

FOR SALE

Retail lumber yard, shop, and machinery doing a good thriving business and growing every year. Situated in Agincourt in very best of farming district on lines of G. T. R. and C. P. R., 15 miles from Toronto on good road. Hydro goes past property, power if required. Owing to ill health owner is obliged to sell. A good chance for the right man and a mechanic. Business bound to grow. Address Lewis Forsythe, Agincourt, Ont. 9-10

For Sale

Building and Machinery of good Double Cut Band Sawmill, well equipped with steam feed, canter, loaders, etc.

If you want a good mill, address Box 762, Canada Lumberman, Toronto, Ont. 15-t.f.

FOR SALE

Modern Retail Lumber Yard

Fully equipped for business, located in a hustling Pennsylvania city. Great opportunity for big business. Financial reference required. Box 914, Canada Lumberman, Toronto, Ont. 8-11

SAWMILL WANTED

Efficient Portable Sawmill, capable of not less, and preferably more, than 20 M. feet per day, fir, hemlock and birch. For ease of transportation double boilers. Would also consider a contract for the sawing, but mill would require to be moved to property. Reply to T. A. Rogers, 85 Bay St., Toronto. 7-10

Timber Limit Wanted

WANTED—Softwood Limit of 100 million or more standing timber, with or without mill plant, conveniently located to transportation. Please address reply, giving full particulars, to Post Office Box 284, Montreal. 9-12

An Inventory of Government Lumber Stocks

Upon the subject of disposition to be made of surplus lumber now in the hands of the Government, a conference was held at the invitation of Brig.-Gen. Jamieson, Director of Sales, between representatives of his department and the following representatives of the National Wholesale Lumber Dealers' Association—Horace F. Taylor, President, F. R. Babcock, Lewis Dill, and E. F. Perry, Secretary, at which it was agreed that the following general program should be recommended to Brig.-General Jamieson, Director of Sales, as conserving the interest of the United States Government in securing the best returns for such lumber.

The plan recommended contemplates an inventory of all surplus lumber in Government hands according to location, kind, grades and thicknesses; the proper piling and roofing of the same to prevent deterioration, that in the meantime a stop order be issued preventing the sale of such lumber until the above work is completed, it being the opinion of the conference that this preparatory work will require at this time of year a period of probably three months.

The plan further contemplates that upon completion of this work, the lumber will be disposed of on a plan to be adopted by the Department on consultation with the National Wholesale Lumber Dealers' Association, and in line with the suggestion of our association committee, that the facilities offered shall be available on equal terms to all similar dealers, irrespective of Association affiliation.

It is intended that this lumber when sold shall be sold at the prevailing market price with reasonable allowance to dealers for cost of selling. Through the methods

thus indicated, it is confidently expected that there will result little or no disturbance to market conditions and that the Government as well will have the advantage of securing the market price for this material less the necessary sales cost."

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Seasoning of Wood; A Treatise of the Natural and Artificial Processes Employed in the Preparation of Lumber for Manufacture, with Detailed Explanations of its Uses, Characteristics and Properties, by Joseph Wagner. Published by D. Van Nostrand Co., in 1917. 274 pages, illustrated. Price \$3.00.

The Preservation of Structural Timber, by Howard F. Weiss. Published in 1915 by McGraw-Hill Book Company, 312 pages, illustrated. Price \$3.

Utilization of Wood-Waste (Second Revised Edition), by Ernst Hubbard. Published in 1915 by Scott, Greenwood & Sons. 192 pages, illustrated. Price \$1.50.

Vest Pocket Ready Reckoner for Lumbermen. 11th edition. Published by the American Lumberman. Price 35 cents.

CANADA LUMBERMAN

347 Adelaide Street West

TORONTO

Review of Current Trade Conditions

Ontario and the East

There is a much better feeling prevalent in the lumber business than has been evidenced for some weeks past. The visit of the British Timber Controller, and the numerous conferences which have been held with the trade, seem to have clarified the atmosphere. It is felt that the outlook for export is exceptionally bright, and from this out good business will prevail. Retail lumbermen are buying more freely, and building in numerous centres is advancing with considerable encouragement. All the stocks held by wholesalers are worth a good deal of money, and they do not intend to part with them at less value than has prevailed all winter. It has cost much more to get out the logs this season than it did in 1918—all the way from 12 to 20 per cent. extra—and many Ontario lumbermen estimate that by the time the timber reaches the mill, that cutting and driving expenses will total from \$5 to \$7 a thousand over the figure of last year.

Under the circumstances it can be seen that a stiffening of prices is inevitable. The removal of large stocks of spruce and white pine by the British Government leaves the market clearer in the East than it has been for some time, and will tend to stabilize conditions. The transfer of the timber bought by the Imperial authorities naturally tends to stimulate domestic activity.

Nearly all the mills in the country have started operations, and find the supply of labor ample in most localities, although there is no perceptible fall in the matter of wages. Last year common labor was shiftless, independent and inefficient. This year there are more men seeking jobs than formerly, but an agitation is on for shorter hours. It is reported in some quarters unions are being formed in order to inaugurate an eight-hour system. This is causing sawmill proprietors considerable anxiety.

There has been some talk of increasing white pine prices in Ontario by 10 per cent. The market has been stiffening, and it is necessary to obtain higher figures in order that the values which the stocks represent, may be secured. The export business across the line is now more active than for some months. So far no large contracts have been placed for cuts for the coming season and wholesalers do not seem disposed to load up with any additional obligations. As one of them expressed it, this is a year when the millmen will have to carry the stocks and, instead of the wholesaler running after the manufacturer, it will be the reverse before many months have passed.

The demand for western goods is quite active, but there is a shortage in No. 1 common boards and shiplap. Shingles are also scarce, and prices are stiff. There is a big movement of XXXXX to the other side of the line, but owing to recent labor troubles in British Columbia, production fell off. It will be a couple of months yet before the Eastern firms can get a supply of XXX, for which they are in search. Lath is scarce and high, particularly No. 2 white pine. Cedar posts are selling well.

The market in hardwoods remains firm, and furniture factories and automobile concerns are busy, and buying quite heavily. There is a scarcity of the thicker stock of No. 1 birch and maple, for which good figures are being obtained.

A number of mill men have granted increases to their men and cut down the number of working hours each day from 10 to 9. There has been quite a jump in the price of oak, and there is a scarcity of dry stock. Firsts and seconds in all thicknesses of oak, plain and quartered, have ascended considerably in price, and so has gum.

In Southern pine stocks are quite low as the protracted rains have interfered materially with production, while there is a decided scarcity of ordinary labor. The result is, so Toronto representatives report, that a number of mills in the South have to cease cutting during the day for several hours, in order that the hands may go out in the yards and pile. Quotations range from 50 cents to \$3 higher now at the mills than for the same grade when the United States government established base prices last year, and all the output of the plants was require for war work. It is expected that now that better weather has been ushered in, goods will move a little more freely. The outlook for the demand in Canada is considered very good.

Great Britain

The present period in the English market is a critical one. Importers are confronted with the problem of buying in its most acute form, and on their decision either to plunge or to act with great caution, much depends. There is open water at many of the Baltic ports.

In addition to this, the shippers' agents are issuing numerous specifications, and in a short time the Government buyer will have ready particulars of the spruce which has been purchased in Canada. There are some Finnish goods for sale already purchased by the Government, and a certain quantity of wood from the White Sea. Suddenly overwhelmed with a huge supply at high prices, merchants can scarcely make up their minds how far to go. The general feeling is that it is safe to purchase a certain proportion of Swedish Baltic wood for f.o.w. shipments on the basis of the prices quoted by the Government timber buyer, as well as prompt parcels offered on c. l. f. terms either by the Government or by shippers' agents. This method of business, however, is worrying the larger firms, who prefer, and are compelled to make provisions for some time ahead.

While the need for lumber is great both in France, Belgium and Britain, the demand at present is not at all commensurate with requirements. Great supplies of wood are needed for houses, ships, railway sleepers, wagons, etc., and if Britain imported all the wood she needed this season she could well absorb all the Swedish wood and most of the Finnish productions as well. The high prices, the doubt whether the excessive cost will stop development, and the consequent fear that values may fall, are all contributing factors to the holding back of the demand.

The great feature of the Board of Trade report for March is the expansion of British exports, and the consequent reduction in the adverse balance of trade. Exports during the month of March reached 53 millions sterling, a record for any month, and 17 millions more than in March, 1918. Imports are still large, but they show a reduction of 1½ millions as compared with a year ago. As regards the import of timber, this has not contributed to the general reduction in import values. Although there was, last month, a diminution of 8 per cent. in the quantity as against the imports of March, 1918; the value of the wood shows an increase of 3 per cent. The respective totals were 229,751 loads in March, 1918, and 211,370 loads in March of this year.

Encouraging signs show in many ways that matters in the industrial side of business are gradually settling down into something like normal conditions. There is an increasing all-around demand for mahogany, for lumber of all descriptions, for teak and other hardwoods while supplies to meet such calls are, in most cases, limited, and entirely negligible in others. In the meantime, further supplies are difficult to obtain owing to the absence or curtailment of shipping space. Moreover, the rate of freight from most shipping ports steadily advances. Although the arrival of fresh supplies is extremely light, the greater part of these are lumber, mostly arriving on Government account.

Liverpool, on the other hand, reports that merchants are busily engaged preparing for the great boom that is sure to follow the signing of the peace treaty. There are now fair quantities of American hardwoods arriving in the port, and sales are being daily effected by the brokers of the Government holdings. The demand is active for every kind of lumber, and prices are being maintained. Shipping accommodations have also become easier, and arrivals show a tendency to grow greater in volume, so that supplies will be assured in the future. One important factor that should bring back pre-war conditions is the fact that everybody is anxious to settle down to business again. The government is assisting toward this object as far as it possibly can; the demobilized men are eager to get back to work once more; schemes for the reconstruction are being discussed, and it only needs the necessary raw materials to enable commerce to regain its former prestige.

United States

The signing of the peace treaty, it is felt, will remove the last obstacle in the way of a decided expansion of lumber activities. The feeling in the United States is growing that more attention should be paid to cultivating a domestic market rather than look to immediate results in the export field. The reason for this is obvious. Prospects promise a record-breaking crop production this year, which undoubtedly will bring high prices. Live stock is also bringing top-notch prices, and the buying power of the American farmer, therefore, is not excelled by the buying power of any nation in the world. The American farmer also has an advantage in that he can pay cash. While manufacturing plants, generally, are not running to full capacity, the labor supply is not over-plentiful.

The market for southern pine, generally speaking, has shown



View of Mills in Sarnia.

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improvement of late. There is an increase in demand, the liveliest market being for stock going to the Texas oil fields. The movement of this material, though, has been somewhat hampered by an embargo on shipments. Prices are holding firm and, in some instances, have advanced. Stocks in the South are badly broken. Wholesalers are buying heavily, thus indicating their belief that the market is bound to advance. Logging conditions have improved, but much trouble is experienced in getting efficient and adequate labor.

The hardwood trade is in a healthy condition. Weather conditions have held back the production of logs and lumber. Automobile and furniture factories are placing large orders, and prices have advanced on items most in demand. The supply of oak does not meet with the demand. In the North there is very little of this lumber and manufacturers are obtaining higher prices. The scarcity of oak is due to the Government orders for this wood last year. The manufacturers cut logs into thick stock, and naturally produced very little inch lumber. The call for birch, elm and maple is urgent, it is stated. Production, however, is not going to be very heavy, as a comparison of the log input shows.

The Douglas fir market is in excellent condition. Not only is the demand for fir well maintained, but prices have advanced on many items. Orders are exceeding production so that there is no accumulation of stock. Plenty of yard business is being booked and the demand for this kind of business is probably in excess of the mills' ability to supply immediately.

The hemlock situation is somewhat varied. Along the Atlantic

coast retailers are reported to have on hand large stocks, and to be experiencing difficulty in moving the lumber. The market in that section, therefore, is not very active. On the other hand, hemlock manufacturers in the North were never in a better position so far as orders for stock are concerned. It is hard to meet the demand, and stocks are low and badly broken. The demand for Western hemlock is slowly but surely increasing, and this specie of lumber is finding great favor with the public.

The demand for white pine is somewhat spotty. For example, there is a good call for high grade pattern stock in the East, but buyers are not keen about paying the price asked. The demand from retail yards, on the other hand, is picking up. Prices are firm, and the stocks are badly broken, since shipments continue to exceed production.

West Virginia spruce operators have recently granted a concession of from \$3 to \$5 right through their price list, which concession, it is understood, will be withdrawn in the near future. Western spruce continues firm in price. The base for Pennsylvania remains at \$36. There has been a decided advance in Red Cedar shingles, an increase as high as 20 to 30 cents in some of the grades. Spruce boards show a slight demand, but prices remain firm. Spruce lath shows an increase in inquiries, but prices are no better than from \$4.75 to \$5.00. Spruce furring remains at \$36 to \$38.

On the whole inquiries from suburban yards are increasing in more or less volume, which is not unusual at this season of the year. Prices continue firm, with an upward tendency in some directions.

Market Correspondence

SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD

St. John Calls for Better Shipping Facilities

During the last four years a great deal of talk has been made in both the English and Canadian papers of the great good feeling between the Motherland and Canada. As far as Canada is concerned the good feeling has been very much expressed. She has sent across the water her very best and has kept them there with her money. It certainly has been a costly experience, but if a better friendship and a closer cementing of ties has arisen from all that Canada has done, certainly it will be worth while.

At the present time Canada's lumber industry is hard hit, largely for lack of transportation arrangements. Whether this is the fault of the British Munitions Board, or the allied boards, or whether the steamship companies are asking the Government unfair rates, is not as yet decided. But certainly, if a better working arrangement is not arrived at very shortly, Canadian lumber trade must suffer a tremendous loss, and it certainly is not deserving of any such usage. Lumber is fast piling up at all the mills, and on account of the slow movement of stocks during the past winter, a great deal of old stock is on the wharves, practically all purchased some time ago by the Timber Controller of Great Britain through various brokers in England and their representatives in Canada. These old stocks added to the new just piling, if not shifted shortly, will be the cause of stoppage of the mills, throwing many thousands of men out of employment. As many of the lads returning from the front are being employed in the sawmills, this condition would certainly be a catastrophe to the country, and might mean serious trouble let alone the financial loss, perhaps bankruptcy, to many operators.

Lumbering is the backbone of Canadian trade. If something is not done to keep it alive, the country must suffer. It is said that large quantities of lumber are needed in Great Britain, France, Belgium, and other European countries, and that this is Canada's chance. But what good is this to the Dominion if the powers who control the shipping, and the powers who have purchased the lumber, both old and new, are pulling apart? Certainly this matter needs the serious attention of the best and most honorable men in Great Britain and Canada, and unless it is taken up and thrashed out to a finish at once, only a serious panic can be avoided.

There is no use talking prices at the present time as everything is tied up. The manufacturer must get a certain price for his lumber. If not, he will lose heavily and will not operate again. With increased wages just put into effect, he is worse off than ever. The main object at present is transportation. Everyone should get busy on this subject. Logs and labor are higher than ever. Therefore, how can the manufacturer cheapen his goods?

Brighten up your yard. Make it look more like a place where people can get ideas to build homes, rather than no man's land after a fierce bombardment.

Business in Montreal Shows Little Change

With few exceptions, Montreal wholesalers report that business is slow. In spots, orders have come in more freely, but generally speaking, trade is dull. The reason for the slackness in local business is industrial unrest. No sooner was the strike of the carters settled than other workers commenced to agitate for shorter hours and more pay. The construction industries were to a certain extent involved, and naturally the lumber trade was affected. A fair amount of repair work is being done, the main reason for this being the alteration of the many bars in the city consequent on the new liquor law coming into operation. The building permits for the last month totalled \$446,470, a loss of \$202,040, while for the four months the total was \$886,572, a decrease of \$196,753.

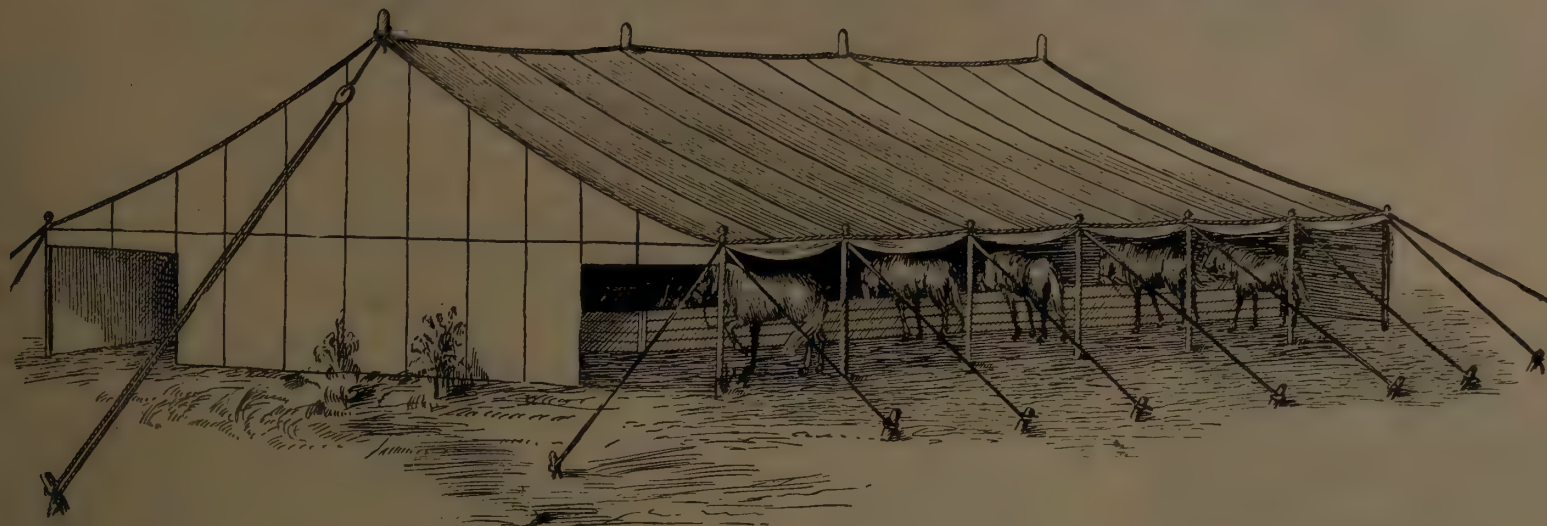
Orders from the States are few. Travellers who have just returned from the Eastern States report that building there is very quiet. The hardwood section is about steady. Veneers are in fair demand.

The visit of Sir James Ball and Mr. Montague L. Meyer kept province of Quebec exporters very busy. The British officials too, had practically no leisure, the work of arranging for the shipment of the lumber already bought involving a large amount of work. They spent over an hour with the members of the Canadian Lumbermen's Association, discussing various points. The question of shipping facilities was raised by some exporters who ship on their own account, and Sir James Ball made it plain that it was up to the exporters to make their own arrangements and not depend upon the government providing tonnage. Another point was as to the policy of the British Government in buying such large quantities of lumber rather than allowing Canadian exporters to supply the United Kingdom market through the ordinary channels. The answer is that the Government were urged by representatives of the Canadian Government in London to purchase Canadian lumber. The purchases were accordingly made, thus positively securing a very large amount of business for the Canadian lumber trade—a part of which would have gone to Norway and Sweden if the buying had been left in the ordinary way to British houses. Not only so, but the British Timber Controller and British Timber Buyer are in a favorable position to obtain tonnage for the prompt shipment of the goods. The officials asked for the co-operation of the lumber trade in moving the lumber, which is understood to be mainly old cut. This season the lumber will be shipped principally through Montreal and Quebec. That from British Columbia will go via the Panama Canal. The lumber purchased is not for government use, but is for ordinary commercial consumption.

From all appearances exporters will have a brisk season; not only will the Government lumber be shipped from the port, but there will

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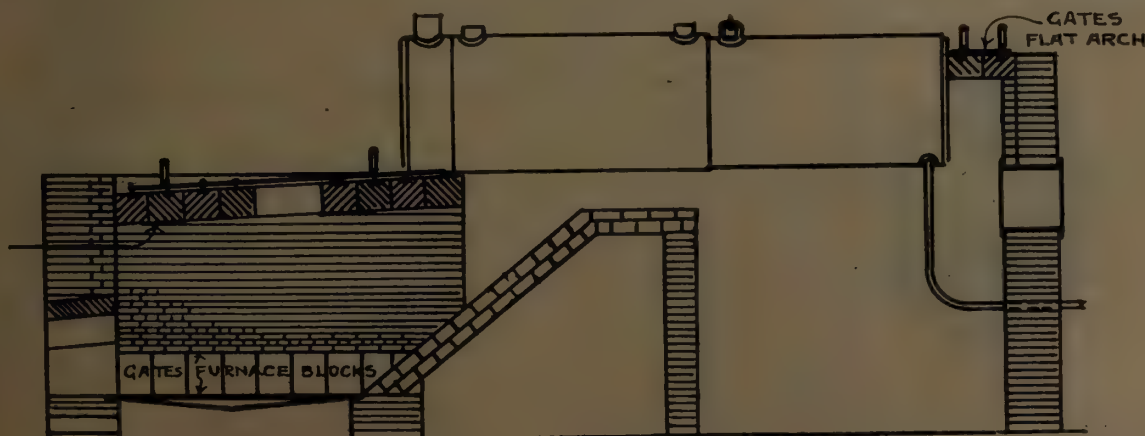
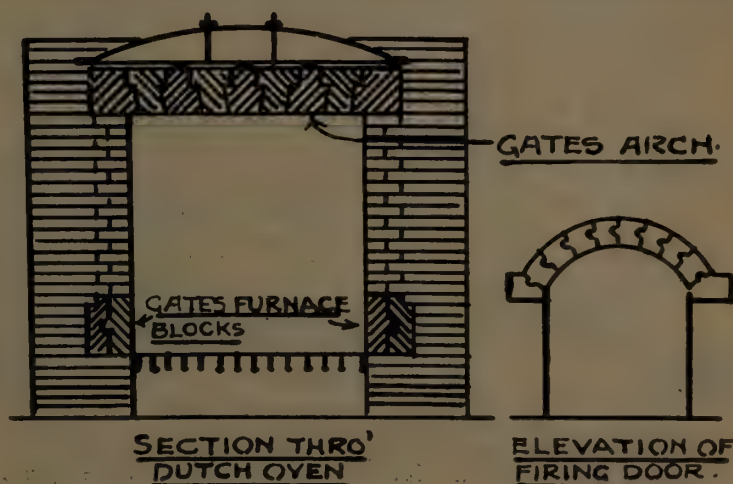
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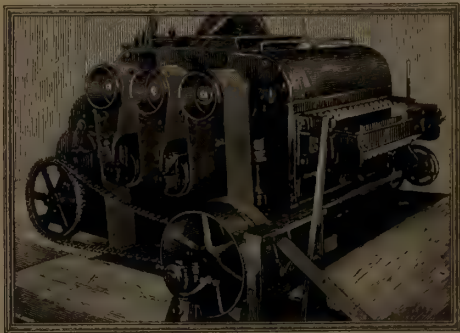
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382 St. James Street, - MONTREAL

be a considerable amount for private account, and vessels are being chartered by Montreal firms.

The pulpwood market is easier, although the supply of wood is by no means plentiful. The American mills, however, are not buying to any appreciable extent.

The official report of Canadian exports of pulpwood and pulp for the month of February again shows heavy gains. In that month the exports of pulpwood were valued at \$1,411,100, as compared with \$359,486 in the corresponding month of last year. The number of cords was 145,747 this year as against 36,515 cords in February 1918. The value of chemical pulp in the same period this year was \$1,916,828 compared with \$1,260,024, while that of mechanical pulp \$217,421 against \$222,245. For the eleven months of the fiscal year the pulpwood exported was of the value of \$13,978,457, compared with \$7,778,758 in the corresponding period in 1918. The exports of chemical pulp for the eleven months came to \$28,184,972, as against \$17,223,731. Mechanical pulp, however, showed a falling off, being valued at \$4,253,361, as against \$5,886,394.



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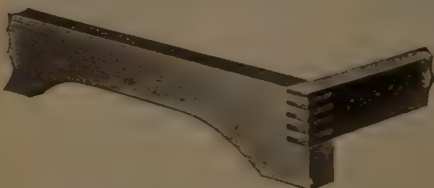
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Pat. Nov. 29, '92
July 19, '10

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The Careless Starting of Forest Fires

Editor, "Canada Lumberman":

Sir,—I have just read an interesting letter by J. B. Harkin, Ottawa, in a recent issue of your valuable paper, on the subject of putting out forest fires. According to my belief, the Government should make more stringent laws against the settler who goes out of an evening, sets a lot of stumps or brush afire, and then retires to bed. The next morning the wind gets up and starts a blaze going into his neighbor's bush, by noon it gets going in good shape; the fire runs up an old birch stalk and the dry bark at the top begins burning. The wind blows the cinders half a mile, or if it is a pine or spruce forest, the green leaves will fly. What can an aeroplane do to prevent this blaze from spreading, and if you can't stop these cinders from flying, how can you stop the fire?

I had a bush lot one time north of Lindsay. A neighbor had a lot alongside mine that he wanted to burn in order to prepare it for crop. He notified me of his intention. The line between us ran East and West, and we went out and raked the leaves and brush all along the line. He got a good burn and it didn't get across the line, but he let the fire go on East and paid no attention to it. In about a week's time it burnt over miles of territory. The wind changed and blew it back into my lot, the consequence being that I lost a large quantity of hardwood cut, and a large quantity of cedar trees and other valuable timber.

Now the question in my mind is this: Why can't there be a strict law compelling that man to keep the fire on his own land? He can do it. If he is unable to do it alone, let him have help enough on the spot to keep it under control. It should be made a very criminal offence to set a fire anywhere near timber. The very best fire extinguisher is fire prevention. If it means a term in Kingston for me to set fire to an old stump, I will be apt to think twice before I set it. To my mind no settler has the right to set fire to burn his little five or ten acres, and allow it to burn over thousands of acres.

Prospectors, hunters and all parties going into those Northern timber lands should be given a passport telling them plainly that if fire is discovered on their trail that a term of from three to ten years breaking stone in Kingston will be their due.

I have known men who delighted in setting fire to anything that would burn, for the fun of seeing it go. Someone is responsible for every big bush fire. It is quite easy to put out a fire that has to be started for a smudge when a fellow is in the bush, or to make his tea. All he has to do is to pour water on it or smother it with earth. A few minutes will do it. But let that fellow walk away and leave it burning, and the wind gets it going in the tree tops.

In my boyhood days the big lumbermen went through the beautiful pine and took only the perfectly sound timber. Only a very small knot in each log made the balance. If that tree had been left standing there till now, it would be valuable at this date, but some fellow came along and set fire to it. The result is that the people of Canada have lost millions, yes, billions, of dollars.

Let the government and the people wake up and guard these beautiful bush lots of all kinds, as well as they would guard their own homes. I have fought fire in a bush night and day for nearly a whole week at a time, and become so completely exhausted that I could scarcely walk home. I have good reasons to believe that the fellow who set the fire going was there poking fun at the whole gang.

I know what a blaze means on a dry windy day. When once started in the bush it cannot be put out. The one who starts the fire should pay dearly for his folly.

Yours truly,

R. Gillies.

Exeter, Ont., May 4th, 1919.

Western Shipyards May Cease Operation

Dissatisfied with the exorbitant price being asked by the Imperial Munitions Board for their interest in the Poplar Island yards, the New Westminster Construction & Engineering Co., New Westminster, B. C., has threatened to cease work. Questioned by a local newspaper, the answer was: "Unless a quick settlement can be affected with the Imperial Munitions Board, there is certainly no prospect of further shipbuilding at our Poplar Island yards. Four hundred men will be thrown out of employment and a payroll of approximately \$60,000 will be lost to New Westminster." The yard will have completed construction of five ships for the French Government within thirty days. There are no further contracts in sight, and the management seem to be making no serious effort to go after orders. When questioned as to the prospects for further orders, the reply was: "We think the market is fairly good for wooden ships, but we are not in a position to go after them. In all probability our yard will close within the next thirty days. We are not prepared to say when it will reopen."

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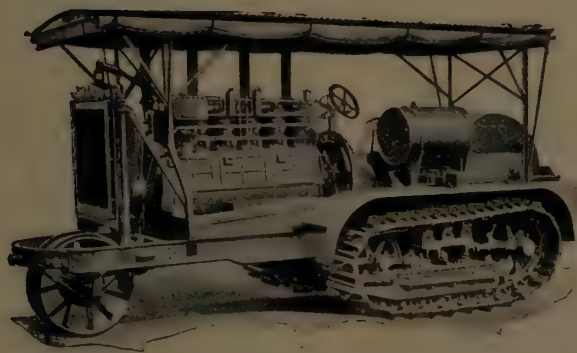
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Four New 120 H.P. Holt "Caterpillar" Tractors

Property of the British Government. Shipment cancelled on account of armistice.

These tractors were made by the Holt Manufacturing Company for the British Expeditionary Forces for hauling heavy guns and loads over the world's worst roads.

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Director of Production

165 Broadway, NEW YORK, U.S.A.



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90 St. James Street

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 500,000 ft. 1 x 4, 5, 6, 7, 8 in. ... 10/16 ft.
 800,000 ft. 2 x 4, 5, 6, 7, 8, 9, 10 in. ... 10/16 ft.
 500,000 ft. 3 x 4, 5, 6, 7, 8, 9, 10, 11 in. ... 10/16 ft.
 200,000 ft. 3 x 6, 7, 8, 9, 10, 11, 12 in. ... 17/26 ft.
 SPRUCE (Mill Cull)
 800,000 ft. 1, 2, 2½, and 3 in.
 WHITE PINE (Mill Run)
 1,200,000 ft. 1, 1½, 1¾, 2 and 3 in.
 HEMLOCK (Merchantable and Mill Cull)
 500,000 ft. 1, 2 and 3 in.
 BASSWOOD (Mill Run)
 200,000 ft. 1, 1½, 1¾, and 2 in.
 BIRCH (Mill Run)
 600,000 ft. 1, 1½, 1¾, 2, 3, and 4 in.
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 100,000 ft. 1 x 4 and up in. ... 6/13 ft.

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EDGINGS

Ontario

A charter has been granted to the Sudbury Improved Car Stake and Manufacturing Co., Ltd., Sudbury, Ont.

H. C. Monteith, Powassan, Ont., whose saw mill in South Himsworth township, was recently destroyed by fire, intends rebuilding.

The Union Lumber Co., Limited, Toronto, are presenting to their patrons and friends neat boxes of high-class cigarettes of a special brand, bearing the name of the company engraved on the receptacles.

Charles Pedwell has started his new saw mill at Lion's Head, Ont., which is engaged in the production of hardwood lumber and ties, while his plant at McVicar is cutting soft woods. Mr. Pedwell expects a busy season.

A charter has been granted to the Anglo-Canadian Lumber Co. Limited, with head office in Toronto, and a capital stock of \$100,000. J. H. Lavallee is at the head of the new organization. He is widely known in the industry.

The Waterloo Golf Club will plant on its property, near Galt, 200 trees, the gift of E. J. Zavitz, Provincial Forester. They include 50 Scotch pine, 50 Austrian pine, 50 Douglas pine, 50 Douglas fir, 25 white spruce, 50 white cedar and 25 bull pine.

Hart & McDonagh, wholesale lumber dealers, have removed their office from 513-515 Continental Life Bldg., Toronto, to the third floor of the Temple Building, corner Richmond and Bay Street, Toronto, where they have much larger and more commodious quarters.

A charter has been granted the Piano Cases and Phonographs, Limited, with a capital stock of \$100,000 and to be located at Brantford, Ont. Among the powers granted the organization is that to acquire, operate and dispose of timber, timber lands, limits and licenses.

A provincial charter has been granted the Tilbury Farmers Co-operative Co. with a capital stock of \$40,000 and the head office at Tilbury, Ont. The organization is empowered, among other things to buy, sell and deal in all kinds of building material, lumber and shingles, roofing, cement, plaster, brick and stone.

A federal charter has been granted the Penn Canadian Fuel Co. with head offices in Toronto. Wide powers have been conferred upon the new organization, among them to operate and dispose of timber and timber lands and licenses, and to carry on the business of saw mills and planing mill proprietors, and to handle wood of all kinds.

The Kitchener and Waterloo Manufacturers' Association, Limited, has been granted a provincial charter with a capital stock of forty thousand dollars. The object of the association is to promote the industrial and commercial progress of Kitchener and Waterloo and further the sale of all goods made and distributed by the manufacturers in these places.

The Baerz Bros. Specialty Co., Ltd., with headquarters in Kitchener and a capital stock of \$10,000 has been granted a charter. Among other powers conferred upon the new organization is that of manufacturing in whole or in part novelties and specialties in wood, metal or paper, and to carry on the business of a lumberer, saw miller, wood worker, etc.

A charter has been granted to the Toronto Veneer Co., Limited, with head offices in Toronto and a capital stock of one hundred thousand dollars to carry on the business of buying, selling and dealing in lumber, timber, woods and veneers of all kinds. Among the incorporators of the organization are Joseph A. Houde, Hebert T. Brewer, and Gordon A. McElhinney, of Toronto.

A. E. Pedwell, who was formerly in the lumber business at Thornbury, Ont., and for the past two years has been residing near Barrie, has removed to Toronto and taken up his residence at 204 Oakwood Ave. Mr. Pedwell has embarked in the retail lumber and builders' supply line on the old belt line railway north of Oakwood Ave., between Dufferin and Bathurst streets.

A provincial charter has been granted to Matheson Products Ltd., with capital stock of \$100,000, and head offices in Matheson, Ont. The company is authorized to manufacture, purchase and acquire and trade in all kinds of goods, and also carry on the business of lumbering in all its branches, and to conduct the business of manufacturer and dealer in logs, lumber, timber, wood and pulp, and all kinds of natural products and by-products thereof.

Toronto has been given permission to carry out a housing plan which is suitable for the city. It has been found impractical to undertake the execution of the housing scheme in Toronto under the terms of the present legislation, and a deputation recently waited upon Premier Hearst asking that the city be given power to finance and carry out a scheme of its own. The assurance was sought that any action of this sort will be validated by the legislature at its next session.

For the purpose of increasing the company's annual pulp output from 30,000 to 45,000 tons approximately \$1,500,000 of bonds of the Mattagami Pulp & Paper Company are to be underwritten by Canadian and American financial interests. The Mattagami organization is one of the largest producers of easy bleaching sulphite pulp in Eastern Canada. Its plant at Smooth Rock Falls, Ontario, has been in active operation for a little over a year in which time it has established an excellent earning power record.

British Possessions Exploration Co., Ltd., with a capital stock of \$40,000, and headquarters in Toronto, has been formed. Among the powers conferred on the company are to carry on all kinds of exploration work and business, and to manufacture, sell and deal in lumber, logs, timber, pulpwood, and all other wood products. Another new organization is the Canadian Cork Board Co., Ltd., with a capital stock of \$100,000, and head office in Toronto. The organization is empowered to buy, sell and deal in all kinds of goods, wares and merchandise.

The sawmill at Foleyet, Ont., operated by the Eastern Lands Department of the Canadian National Railways, has begun operations for the season and is in splendid condition. The superintendent of the mill is Chas. Jacques, and ample labor is available for the summer and fall. It is anticipated that the mill will cut during the coming season about five million feet of logs, and turn out 250,000 ties. The Canadian National Railways are build-

ing fifty houses for railway men at Capreol, and the material will be largely obtained from Foleyet. The rossing mill has also started up, and will ross about 12,000 cords of pulpwood, which has all been contracted for. The daily output will be about 60 cords. The Eastern Lands Department took out a larger amount of pulpwood during the past winter than ever.

The sawmills of McLachlin Bros. at Arnprior, Ont., have commenced operations for the season. Towboats have already brought down several tows of logs, and indications are that operations this season will be exceptionally good. Ample labor is available, and the firm granted an increase of 25 cents a day to all their men on May 1. All the employees of the company are believed to be satisfied with their treatment by the firm in the shape of wage and working conditions. The plant of Gillies Bros. Ltd., at Braeside, has also begun running.

The "War Magic," the second boat to be constructed by the Midland Shipbuilding Co., was launched at Midland, Ont., recently. She is a canal-sized freighter built for the Imperial Government, and designed for transatlantic service, her sister ship the "War Fiend," having already made a trip to the Island of Sicily with a load of Canadian grain. The "War Magic" is 261 feet over all, with a depth moulded to main deck of 28 feet, and her dead weight carrying capacity is 3,400 tons. Engineer Commander Edgar Rankin of the British navy is in Canada to take her across the Atlantic as soon as she is ready to sail.

Eastern Canada

The Glenfalloch Lumber Co. has been registered at Stellarton, N.S.

N. Chalifour is contemplating the erection of a sawmill at St. Scholastique, Quebec.

Cie (La) de Boileau Ltee., dealers in lumber, Chicoutimi, Que., have been incorporated.

The Salmon Lake Drive and Boom Association, Ltd., will probably erect a large wood and pulp plant at Lac au Saumon, Quebec.

Adrien R. Rousse and Albert J. Garipey have registered under the name of the Beaver Lumber Co. The head office will be in Montreal, Que.

The War Toronto, the last wooden vessel to be built for the Imperial Munitions Board, which was loaded with about 1½ million feet of lumber for England, ran aground near Cap St. Michel. Efforts were made to refloat her, and these were successful on May 6.

The following have been elected officers of the newly formed Millwork Manufacturers' Association, Montreal. Mr. William Rutherford, of Wm. Rutherford & Sons Co. Ltd., president; Mr. J. P. Dupuis, of J. P. Dupuis, Ltd., vice-president; and Mr. A. Balfry, secretary.

The provincial forester of Quebec, G. C. Piche, announces that the capacity of the tree nursery at Berthierville, Que., is to be increased to an annual production of 5,000,000 young trees, partly in contemplation of the provincial government adopting a programme of forest planting on denuded crown timber lands.

A charter has been granted to the St. Lawrence Investment Co., Ltd., with a capital stock of \$99,900, and headquarters in Montreal. Wide powers are granted the new concern, among them being that of carrying on business as lumbermen, and to manufacture, buy, sell and deal in timber and lumber of all kinds, build and operate booms, etc.

The steamer Labrador of the Gulf of St. Lawrence Trading Co., was launched recently at the Lauzon yard of the Davie Shipbuilding Co., Quebec. The vessel was originally intended for war purposes, but was recently purchased from the British Government by the St. Lawrence Trading Co. She has a capacity of about 500 tons of freight.

A proclamation has been published which brings the lumber industry of New Brunswick under the provisions of the Workmen's Compensation Act. Those included in the provisions of the proclamation are: Persons employed in the woods, in logging, cutting of timber, pulpwood, firewood, railroad ties or sleepers, or river driving, rafting, booming or the transportation of logs, timber, pulpwood, firewood, railroad ties or sleepers.

Employees of the Victoria Mills, Fredericton, N.B., have forwarded a request to the Fraser Companies, through the manager, W. J. Glenn, for a 9-hour day with the same wages as now paid for the ten-hour day. There are 125 men on the payroll at the Victoria Mills. The millmen in Fredericton have no organized union. The only place in the province where sawmill employees work shorter hours than a ten-hour day is St. John.

The Fowler Head Shipping Co., recently launched the Minas Princess, a tern schooner of 465 tons register, from their shipyard at Spencer's Island, N. S. The new vessel has all the latest improvements, and is expected to be a fast sailer and large carrier. She has been purchased by J. Newton Pugsley, of Parrsboro, N.S., and her Captain is L. C. Tower, of Sackville, N.B. The Minas Princess has loaded a cargo of deals for the United Kingdom.

La Compagnie de Bouleau, Limitee, with headquarters in Chicoutimi, has been granted a charter with a capital stock of \$20,000. Among the incorporators are J. E. Dubois and Rene Dubois of Larouche, A. Lepage of Bagotville, Joseph Lepage of Chicoutimi, and others. The company has been empowered to carry on a general lumber business and other subsidiary business incidental thereto.

The St. Maurice Forest Protective Association, Limited, is co-operating with the Federal and Provincial Government for the patrolling of the St. Maurice Valley with two seaplanes this coming summer. Although the Federal Government have loaned the Association two machines with an extra engine for this summer, they are to be operated at the expense of the Association. They will be stationed at Lake Wayagamack, near La Tuque. It is also intended to map the territory by photography in addition to patrolling the forest. Mr. Stuart Graham will pilot the machines. The seaplanes are expected to reach Three Rivers by the first days in June, and will be flown from Halifax.

On May 1 Sir James Ball, British Timber Controller, and Mr. Montague Meyer, British timber buyer, met the Quebec exporters who have sold lumber to the British Government. The object of the conference, which was held in Montreal, was to confer on shipping this lumber, Sir James Ball asking the firms to give their best efforts in handling the products. The following firms were represented: J. & W. Sharples, Regd. (Messrs. W. Power & J. J. Levie), Dobell, Beckett & Co. (Lieut.-Col. R. M. Beckett & Mr. W. A. Home); H. R. Goodday & Co. (Mr. H. C. Foy); King Bros. (Mr. R. Quirouet); Watson & Todd, Ltd. (Messrs. E. R. Bremner and W. W. Humphreys); J. Burstall & Co. (Mr. J. Burstall). On May 2 James Ball paid a brief visit to Quebec City.

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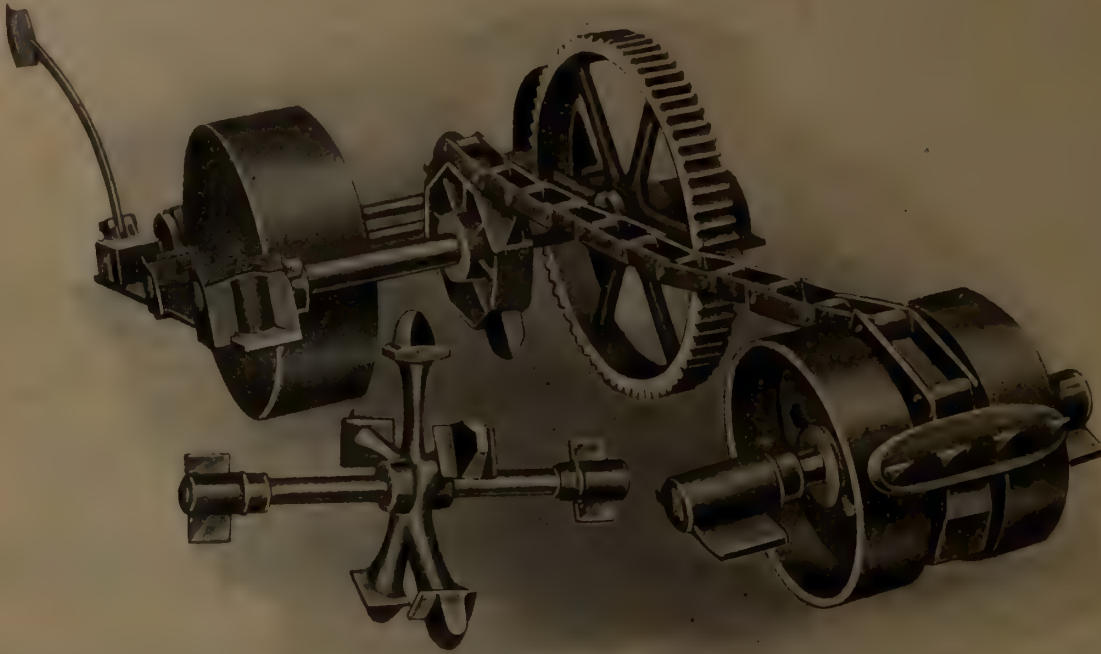
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New Double Powered Log Jack



The accompanying illustration gives a correct idea of our new Double Power Log Jack, designed for hauling heavy timber into Saw Mills.

GEAR—The large Gear Wheel is 36 in. in diameter, with 72 teeth, 4 in. face, and 1½ in. pitch.

PINION on intermediate Shaft has 13 teeth, 4 in. face and 1½ in. pitch.

PAPER FRICTION is 10 in. in diameter and 10 in. face. Iron Friction Pulley is 30 in. in diameter and 10 in. face.

CHAIN is made of extra heavy steel, and the bunks have steel spikes, the whole outfit being calculated for heavy logs.

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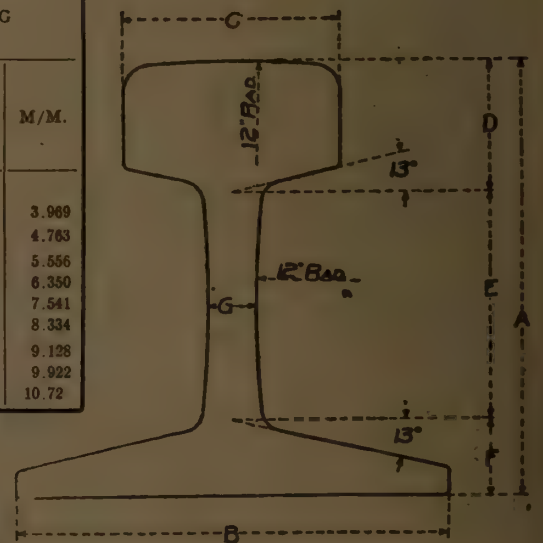
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POUNDS PER YARD	KILOS PER METER	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.
8	3.97	1½	39.09	1½	39.09	1½	20.64	1½	11.91	1½	20.64	¾	7.144	¾	3.969
12	5.95	2	50.80	2	50.80	1	25.40	¾	14.29	1½	27.78	1½	8.731	¾	4.763
16	7.94	2½	60.33	2½	60.33	1¼	29.77	¾	16.27	1½	34.53	¾	9.525	¾	5.556
20	9.92	2½	66.68	2½	66.68	1½	34.13	¾	18.26	1½	37.31	¾	11.11	¾	6.350
25	12.40	2½	69.85	2½	69.85	1½	38.10	¾	19.84	1½	37.70	¾	12.30	¾	7.541
30	14.88	3½	79.38	3½	79.38	1½	42.86	¾	22.23	1½	43.66	¾	13.49	¾	8.334
35	17.36	3½	84.14	3½	84.14	1½	44.45	¾	24.21	1½	45.24	¾	14.68	¾	9.128
40	19.84	3½	88.90	3½	88.90	1½	47.63	¾	25.80	1½	47.23	¾	15.88	¾	9.922
45	22.32	3½	93.66	3½	93.66	2	50.80	1½	26.99	1½	50.01	¾	16.67	¾	10.72



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ALPHABETICAL INDEX TO ADVERTISERS

Alberta Lumber Company	9	Disston & Sons, Henry	59	Hillas & Company, W. N.	53	Pink Company, Thos.	76
Algoma Steel Corporation	56	Dominion Lumber & Timber Co.	22	Hoe & Company, R.		Powell-Myers Lumber Co.	22
Allen-Stoltze Lumber Co.	19	Dudley, A. N.	20	Huther Bros. Saw Mfg. Co., Inc.	52	Pratt & Whitney	71
American Pad & Textile Co.	61	Dunfield & Company	8	International Chemical Co.	25-63	Pyrene Mfg. Co.	
American Woodworking Machinery Company	2	Dunbar Engine and Foundry Co.	62	International Land & Lumber Co.	19		
Anderson & Co., C. G.	12	Dunlop Tire & Rubber Goods Co.	65			Rankin-Benedict Co.	
Atkins & Co., E. C.	72	Duplex Truck Company		Jeffrey Manufacturing Company.		Rat Portage Lumber Company.	22
Atlantic Lumber Co.	10	Dupuis Company, J. P.	12	Johnston, A. H.		Reed & Co., Geo. W.	63
Atlas Asbestos Company	1			Jost, P. M.	12	Renfrew Planing Mills	
Austin & Nicholson	10	Eagle Lumber Company	54	Keewatin Lumber Company	14	River Ouelle Pulp and Lumber Company	20
		Eaton & Co., J. R.	9	Knox Brothers	3	Russell, Chas. H.	55
Bainbridge Lumber Co.		Edwards & Co., W. C.				Rutherford & Sons, Wm.	4
Bartram & Ball	3	Eisendrath Glove Co.	61	Laidlaw Bale-Tie Company	47	Service Lumber Co.	19
Bay City Foundry & Machine Co.	69	Elk Fire Brick Company	61	Lake Lumber Company	12	Sessenwein Brothers	
Bell Veterinary Wonder Co., Dr.	47	Elmira Machinery and Transmission Company	66	Lamontagne Limited		Sewall, James W.	47
Beveridge Paper Co.		Engineering & Machine Works of Canada, Ltd.	76	Leckie, Ltd., John	1	Shafer Hardwood Co., John I.	25
Bond Engineering Works		Excelsior Lumber Company		Long-Bell Lumber Company	21	Shannon Lumber Co., R. P.	17
Bourgouin, H.	55			Long Lumber Company	9	Shearer Company, James	
Bowater & Sons, W. V.		Farnsworth & Jardine	12	Long Manufacturing Co., E.	74	Shimer Cutter Head Company.	
Bradley, R. R.	47	Fassett Lumber Company, Ltd.	6	MacLean Daily Reports	47	Shingle Agency of B. C.	23
Brantford Roofing Co.		Federal Lumber Co.	25	Main Belting Co.		Shurly-Dietrich, Limited	
British American Mills and Timber Company		Fesserton Timber Company		Marsh Engineering Works, Ltd.	58	Simonds Canada Saw Co., Ltd.	26
British War Missions	53	Firstbrook Brothers	13	Mason, Gordon & Co.	16	Smart-Turner Mach. Co., Ltd.	1
Brown & Co., Geo. C.		Foss Lumber Company	17	Mason Regulator Company		Smith, N.	47
Buffalo Hardwood Lumber Dealers	24	Fraser Companies, Ltd.	15	McElroy Lumber Co.	23	Spencer Limited, C. A.	54
		Fraser Bryson Lumber Co., Ltd.	9	McKinnon Columbus Chain Co.		Stratford Oakum Co., Geo.	14
Canadian Western Lumber Co.				McLaren Belting Company, J. C.	76	Stearns & Culver Lumber Co.	20
Carborundum Co.	63	Garlock-Walker Machinery Co.	2	McLaren, Limited, D. K.		Summers, James R.	12
Canadian Consolidated Rubber Company		Garson, Frank O.	17	McLennan Lumber Co., Ltd.	55		
Campbell MacLaurin Lumber Co.	54	Gates, John W.	51	Miller Company, W. H.	22	Taylor, S. K.	17
Canada Metal Company	70	Gerlach Company, Peter	61	Montreal Locomotive Works	71	Terry & Gordon	6
Canadian General Lumber Co.	13	Gartshore, John J.	66	Montreal Lumber Company	12	Thurston-Flavelle Lumber Co.	17
Canadian Link-Belt Company	60	General Supply Company	73	Morgan Machine Mfg. Co.	66	Timberland Lumber Company.	19
Canadian Mathews-Gravity Carrier Company	73	Gillespie, James	12	Moores, Jr., E. J.	22	Timms, Phillips & Co.	18
Canadian National Railway		Gillies Brothers, Ltd.	16	Muir & Kirkpatrick	16	Toronto Blower Company	55
Canadian Tie & Lumber Co.	23	Gloucester Lumber & Trading Co.		Musgrave & Company		Turner & Sons, J. J.	71
Canadian Warren Axe & Tool Co.	1	Genoa Bay Lumber Co.		Muskoka Wood Mfg. Co.	5		
Cane, Jas. G.	14	Goodhue & Co., J. L.	59			Union Lumber Company	7
Cant & Kemp	12	Goodyear Tire & Rubber Co.		National Steel Car Co.		Union Stock Yards	47
Cardinal & Page	12	Gordon & Co., George	1	New Ontario Colonization Co.	25		
Carss Mackinaw Company	1	Grant, Holden & Graham		Oliver Lumber Company		Vancouver Lumber Company	5
Chapman Double Ball Bearing Co.	60	Graton & Knight Mfg. Co.	52	Ontario Wind Engine & Pump Co.	66	Victoria Harbor Lumber Co.	14
Chicago Lumber & Coal Co.		Green Company, G. Walter	56			Victoria Lumber and Mfg. Co.	
Cleveland-Sarnia Saw Mills Co.	49	Grier & Sons, G. A.	11	Pacific Lumber Company	20	Waterous Engine Works Company, Ltd.	75
Climax Manufacturing Company.	71	Gutta Percha and Rubber Co.		Parry Sound Lumber Co., Ltd.	23	Watson & Todd	14
Clyde Cars Company				Payette Company, P.	69	Webster & Brother, Ltd., James	12
Coltart & Company	12	Hay & Company	9	Pedwell Hardwood Lumber Co.	14	West & Peachey	76
Coolidge & Carlisle	47	Hall & Brown Machinery Co.		Pennyoy Company, J. C.		Wistar, Underhill & Nixon	22
Consumers Cordage Co.		Hamilton Company, William	67	Petrie, H. W.		Woods Manufacturing Co., Ltd.	51
		Hardy, E. D.	1	Philadelphia Textile Machinery Company	71	Wuichet, Louis	9
Davison Lumber Company	8	Harris Tie and Timber Co.	14				
Davies Company, William	26	Hart & McDonagh	10			Yates Machine Company, P. B.	57
Department of Lands, Forests and Mines, Ontario	62	Hay Knife Company, Peter					
		Heeney, Percy E.	22				
		Hettler Lumber Company, H. H.	54				

Moving Logs in Summer

That is the Canadian problem—How to get the logs from the stump to the mill when the snow is off the ground; when the water in the stream is low, or dried up entirely; when the swamps, etc., are impassable; when gullies, ravines, etc., obstruct the passage of men and horses. No wonder lumbering in Canada has been conducted almost exclusively in the winter time in the past.

With Skidding and Loading Machinery

It is now possible to cut logs and ship them to the mill the year round, same as is done in the Southern States, where Jack Frost never comes along to give the lumberman a hand.

Our Booklet, "Suggestions for the Lumberman," describes several methods of moving logs the year round—methods suited for the small camp, and methods suited for the large camp; methods for localities where timber is close to the rail or water, and methods for places where timber is farther away.

If you have received your copy of this Booklet, study it well—it will repay you. If you have not received it yet, write us, and you will get it by return mail.

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GOODHUE BELTING

FACTORY TO YOUR MILL

To the saw mill and woodworking industries we offer an unusually good belting value in our "Acme Waterproof." This belting is specially made from the best hides to run in wet places where only the best quality belt can "make good." If you require any belting you should enquire into the merits of "Goodhue Belts," then you will buy a "Goodhue." According to the conditions under which the belt has to run, we recommend "Extra," "Standard" or "Acme Waterproof"—each brand the best quality, but each made for a different service

Send for particulars and prices

J. L. GOODHUE & CO., LIMITED, Danville, Quebec

WINNIPEG AGENTS:

Bissett & Webb, Ltd., 151 Notre Dame Ave., East.

VANCOUVER AGENTS:

Fleck Bros., Limited, 1142 Homer Street.

Standard Machinery & Supplies, Limited, Bank of Toronto Building, St. James St., Montreal, Que., Agents for the Island of Montreal.

Disston's four Invincibles



HENRY DISSTON & SONS

incorporated

Keystone Saw, Tool, Steel and File Works
Philadelphia, U. S. A.

Many Fires in Lumber Mills have been caused by Hot Boxes

This risk can be eliminated by the use of
Chapman Double Ball Bearings

—IN—

Shafting, Hangers, Pillow Blocks
Loose Pulleys, etc.



Chapman Double Ball Bearings

decrease the friction loss 75% and do not generate heat.

No oil is used, a little Tranco Grease once or twice a year is the only lubricant required, consequently dust does not adhere to the outside of the bearing.

There is no spoilage from oil drip, and cleanliness may be easily maintained.

If you realized what these savings mean you will agree that

You pay for Chapman bearings whether you buy them or not

Chapman Double Ball Bearing Co., Ltd.

347 Sorauren Avenue - Toronto, Ont.
705 Shaughnessy Bldg. - Montreal, Que.

Transmission Ball Bearing Co., Inc.
1050 Military Road, Buffalo, N.Y.



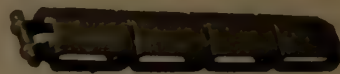
LINK-BELT MEANS FREEDOM FROM BREAKDOWNS



"H" Class Saw Mill Pintle Link-Belt



"H" Class Refuse Link-Belt



Transfer Link-Belt

LINK-BELT



"C" Class Link-Belt



"700" Class Link-Belt



Ewart Detachable Link-Belt

Look for this
Mark on Every Link



It is your guarantee
of service and satisfaction.

Breakdowns are expensive. They mean expenditures for repairs and loss of time, labor, and output. The success and profit of each day's operation depends very largely on the strength and endurance of the power transmitting and material-conveying chain employed in your mill.

has long been the recognized standard form of conveying and power transmitting equipment throughout the lumber industry. Its ability to successfully withstand undue strains and the wear and tear of years of service has earned for it the undisputable claim on leadership.

We show a few of the various types of saw mill Link-Belt. Our Book No. 260 shows many more.

Send for a copy.

CANADIAN LINK-BELT CO. LTD.

WELLINGTON & PETER STS., TORONTO
Stock also carried at 1195 St. James Street, Montreal

FIRE BRICK

We make five Brands of Elk Fire Brick in order to supply the many requirements of furnaces, boilers with stokers, Dutch ovens, refuse burners, kilns, etc. Our experience of many years enables us to specify the most reliable grade of Fire Brick for any purpose and this service is entirely free to our customers.

We manufacture the following well-known brands:

**"Elkco Special," "Elk Steel,"
"St. Marys," "Keystone" and "Rotex"**

Write for copy of our catalogue,
"Refractory Efficiency Engineering."

Elk Fire Brick Co. of Canada, Ltd.

HIGH GRADE FIRE BRICK and CLAY

Sun Life Bldg., Hamilton, Canada

Representatives for Maritime Provinces:
RHODES, CURRY COMPANY, LTD., Head Office, AMHERST, N. S.
Branches at Halifax, Sydney and New Glasgow, N.S.



Gerlach Machinery

*PRODUCES THE BEST
as Well as the Cheapest*

**Tight or Slack Staves,
Headings, Kegs,
Barrels and
Short Box Shooks**

100% to 400% profit in Cooperage
Stock today. Be wise and purchase
the best Machinery.

DIXIE PORTABLE GASOLINE DRAG SAW

Present Price \$225.00 with 1 Blade

Circular, Drag and Cylinder Saws
made since 1854

The Peter Gerlach Co.

Established 1854

Cleveland, Ohio



Keep Your Horses in

Condition with

TAPATCO
REGISTERED BRAND TRADE MARK

COLLAR PADS

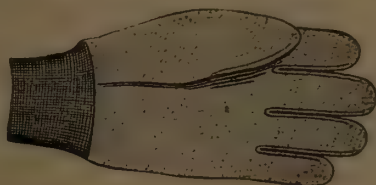
and assist them to
render greater service



When your lumbering horses are off duty because of bruised, galled and chafed neck and shoulders and other injuries to the neck and shoulders due to the hard work to which a lumbering horse is subjected, you begin to see that something is wrong with the care of your horses. Fit out your horses with TAPATCO Horse Collar Pads made with our new Patented Hook Attachment which will eliminate all these unnecessary injuries and keep your horses on their work steadily. We have been making pads for thirty-seven years and experience has taught us the correct method of manufacture. Secure TAPATCO Pads for your horses at once. Sold by dealers everywhere. Ask your jobber.

Gloves

Work Gloves to suit any
requirement. Well made
and comfortable; low priced
and long wearing.



The American Pad & Textile Co.

Chatham, Ontario, Canada

THE LEAGUE OF LUMBERMEN

Are all agreed that
"ASBESTOL"
Gloves and Mittens
work for the great-
est good in lumber
camps everywhere.

Strong, durable and
dependable "ASBESTOL" guarantees the best
protection for the hands.

Put "ASBESTOL" to the test. Make them
prove their real worth by actual service on
the job.



EISENDRATH GLOVE CO.

2001 Elston Ave.,

CHICAGO, ILL.

Original "Dunbar" Machines

We are the original and the only makers of "Dunbar" Shingle Machines, Lath Machines, Clapboard Machines, Steam and Gasoline Logging Engines. Each is the best for its particular work. Are you using the best?

Lath Machine

From our many years of experience we evolved this "Dunbar" Original Lath Machine. Every improvement that could be suggested, every time-tested idea for the betterment of product and for greater speed, has been incorporated in this machine. We believe it has no equal, and there are a great number of mill men throughout Canada who share this belief with us. Carefully constructed of high grade materials and designed to work steadily under the hardest conditions.

Steam and Gasoline Logging Engines

Conditions in Canada necessitate an engine that will stand any amount of strain and hard work in the lumber industry. With this idea in mind we have brought out the "Dunbar" engines perhaps a little stronger than is really needed. They do their work easily and willingly, and stand a great amount of hard usage. Built entirely in Canada for the Canadian lumber trade.

Clapboard Machine

You will need no excuse for the quality of your product if you use the original "Dunbar" Clapboard Machine. Expert in every detail. This machine will give you the very best service under most trying conditions. It will turn out work without delays. It will need practically no repairs and will increase your output. We cannot recommend it too highly because it is giving this very service to lumbermen in all parts of this country.

Send for catalogues of any or all of these machines.

Dunbar Engine & Foundry Co.

WOODSTOCK, N.B.

ONTARIO

Canada's Banner Province



Ontario's timber production last year valued at \$26,774,937 or 40% of Canada's total output.

Pine production, 905,442,000 ft. B.M.

Pulpwood, 246,282 cords.

Railway Ties, 5,704,459.

Ontario's woodworking industries, using 34 different kinds of wood, provide a ready market for the lumberman. Eighty-two per cent. of lumber used in Ontario's industries purchased within the Province.

Ontario's vast resources offer unsurpassed opportunities to the lumberman.

For maps and full information regarding Ontario, apply to

HON. G. HOWARD FERGUSON,

Minister of Lands, Forests and Mines.

From Days to Hours

You can reduce the time required for repairing furnace linings or relining the furnace completely by using

BETSON'S REG. U.S. TRADE MARK PAT. OFF. PLASTIC FIRE BRICK

It practically eliminates the risk of a shut-down and enables you to keep your boilers on the load.

Betson's saves you time, labor and trouble. There is no need to wait for shipments of special fire bricks or blocks or for experts to lay them.

What others are doing is good evidence. The largest industrial concerns who run their boiler plants continuously are using Betson's Plastic Fire Brick. Try out a barrel or two in repairs for your present fire brick lining. Then when the time comes for complete relining, you will certainly want to use Betson's for the job.

With Betson's Plastic Fire Brick any handy man can make a perfect, one-piece, jointless lining for any type of furnace or boiler, including front arch and wall, side-walls, bridge-wall, combustion chamber and back-arch, as well as baffles.



You can increase your general information on furnace lining practice by a study of our practical literature. Just ask for it.

Canadian Distributor:

International Chemical Company

44-46 Lombard St., Toronto, Canada



Planing Mill, Cabinet Shop and Power House, C.P.R. Angus Shops
Showing Dust Collectors Erected by Us

Exhaust Systems

We have equipped many of the largest and most up-to-date Planing Mills and Woodworking Plants in Canada and can guarantee satisfaction.

Let us quote on your next installation.

We also do Sheet Metal Work of every description.

Geo. W. Reed & Co., Montreal

Established 1852

Aloxite Saw Gumming Wheels Save Time and they cut Wheel Costs

KEEPING saws in shape costs money.

Real saw gumming wheels will cut these costs to a minimum without sacrificing efficiency.

When we say *real* saw-gumming wheels we mean wheels that cut fast and cool. That cut free without any dragging action. Wheels that hold their shape and require but little dressing. These are just the sort of wheels that will reduce your saw gumming costs and increase the efficiency of your filing room.

These are just the sort of wheels you will find in

Aloxite Saw Gumming Wheels

Made in all of the standard
sizes, shapes, grits and grades



THE CARBORUNDUM COMPANY
NIAGARA FALLS, N. Y.

CURRENT LUMBER PRICES—WHOLESALE

TORONTO, ONT.

Prices in Carload Lots, F.O.B. cars Toronto.

White Pine:
 1 x 4/7 Good Strips \$59 00 \$62 00
 1 1/2 and 1 3/4 x 4/7 Good Strips... 63 00 66 00
 2 x 4/7 Good Strips 63 00 66 00
 1 x 8 and up Good Sides 75 00 77 00
 1 1/2 and 1 3/4 x 8 and wider Good Sides 88 00 90 00

2 x 8 and wider Good Sides 90 00 95 00
 1 in. No. 1, 2 and 3 Cuts 55 00 58 00
 5/4 and 6/4 No. 1, 2 and 3 Cuts 65 00 67 00
 2 in. No. 1, 2 and 3 Cuts 70 00 72 00
 1 x 4 and 5 Mill Run 47 00 49 00
 1 x 6 Mill Run 48 00 51 00
 1 x 7, 9 and 11 Mill Run 47 00 50 00
 1 x 8 Mill Run 50 00 52 00
 1 x 10 Mill Run 53 00 55 00
 1 x 12 Mill Run 54 00 57 00
 5/4 and 6/4 x 4 Mill Run 47 00 49 00
 5/4 and 6/4 x 5 Mill Run 47 00 49 00
 2 x 4 Mill Run 47 00 49 00
 2 x 6 Mill Run 48 00 50 00
 2 x 8 Mill Run 48 00 50 00
 2 x 10 Mill Run 51 00 53 00
 2 x 12 Mill Run 53 00 55 00
 1 in. Mill Run Shorts 39 00 40 00
 1 x 4 and up 6/16 No. 1 Mill Culls 41 00
 1 x 10 and up 6/16 No. 1 Mill Culls 44 00
 1 x 12 and up 6/16 No. 1 Mill Culls 44 00
 1 x 4 and up 6/16 No. 2 Mill Culls 31 00
 1 x 10 x 12 6/16 No. 2 Mill Culls 34 00
 1 x 4 and up 6/16 No. 3 Mill Culls 22 00

Red Pine:
 1 x 4 and 5 Mill Run 42 00 43 00
 1 x 6 Mill Run 42 00 44 00
 1 x 8 Mill Run 45 00 47 00
 1 x 10 Mill Run 48 00 50 00
 2 x 4 Mill Run 42 00 43 00
 2 x 6 Mill Run 43 00 44 00
 2 x 8 Mill Run 44 00 45 00
 1 in. Clear and Clear Face 53 00 54 00
 2 in. Clear and Clear Face 53 00 54 00

Spruce:
 1 x 4 Mill Run 41 00 42 00
 1 x 6 Mill Run 43 00 44 00
 1 x 8 Mill Run 44 00 45 00
 1 x 10 Mill Run 45 00 47 00
 Mill Culls 34 00 36 00

Hemlock, No. 1, in carload lots, f.o.b. Toronto
 1 x 4 and 5 in. x 9 to 16 ft. 32 00 33 00
 1 x 6 in. x 9 to 16 ft. 37 00 38 00
 1 x 8 in. x 9 to 16 ft. 38 00 39 00
 1 x 10 and 12 in. x 9 to 16 ft. 38 00 39 00
 1 x 7, 9 and 11 in. x 9 to 16 ft. 35 00 37 00
 2 x 4 to 12, 10 and 16 ft. 36 00 37 00
 2 x 4 to 12 in., 12 and 14 ft. 35 00 36 00
 2 x 4 to 12 in., 18 ft. 37 00 38 00
 2 x 4 to 12 in., 20 ft. 38 00 39 00
 1 in. No. 2, 4-in. to 16 ft. 30 00 31 00
 2-in. No. 2, 4-in. and up in width, 6 to 16 ft. 30 00 31 00

Douglas Fir, delivered in Toronto:
 Dimension Timber up to 32 feet:
 6x6 and 8, 10x10 and 12, 12x12 \$50 00
 6x10, 8x10, 10x14, 12x14, 14x14 61 00
 6x12, 8x12 62 00
 14x16, 16x16 52 50
 6x14, 8x14, 10x16, 12x16 54 00
 14x18 54 50
 8x16, 10x18, 12x18 55 00
 18x18, 20x20 55 50
 12x20, 24x24 56 00

Timber in lengths over 32 feet subject to negotiation.

Fir flooring, 1 x 3, edge grain .. 59 00
 Fir flooring, 1 x 4, edge grain .. 59 00
 Fir flooring, 1 x 4, flat grain 44 00
 No. 1 and 2, 1-in. clear Fir dough 50 00 60 00
 (Depending upon widths).

No. 1 and 2, 1 1/2 and 1 3/4 in., clear Fir rough 60 00 64 00
 No. 1 and 2 2-in. clear Fir rough 53 00 61 00
 1 x 5 and 1 x 6 Fir casing 61 00
 1 x 8 and 1 x 10 Fir base 63 00
 1 x 8 and 1 x 10 x 12 E. G. stepping 74 00

1 1/2 and 1 3/4 x 8 x 10 x 12 F. G. stepping 64 00
 1-in. clear Fir, d 4 sides 48 00 56 50
 1 1/2 x 1 1/2 in. clear Fir, d 4 sides. 55 50 58 00
 XXX B. C. cedar shingles 3 60
 XXX 6 butts to 2 in. 4 70
 XXXXX 5 butts to 2 in. 5 20

TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out.

Ash, white, dry weight 3800 lbs. per M. ft.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$80.00	\$80.00	\$40.00	\$30.00
5/4 & 6/4	85.00	83.00	45.00	35.00
8/4	95.00	75.00	45.00	
10/4 & 12/4	110.00	100.00	60.00	
16/4	125.00	115.00	65.00	

Ash, Brown

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	70.00	50.00	35.00	33.00
5/4	75.00	60.00	55.00	45.00
8/4	75.00	65.00	60.00	45.00

Birch, dry weight 4000 lbs. per M. ft.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	65 00	48 50	32 40	
5/4 and 6/4	67 70	50 55	33 45	
8/4	70 72	51 57	38 45	
10/4 and 12/4	80 90	65 73	45 54	
16/4	90 98	75 83	50 60	

Basswood, dry weight 2500 lbs. per M. ft.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$85.00	\$53.00	\$40.00	\$32.00
5/4 & 6/4	70.00	60.00	45.00	32.00
8/4	75.00	63.00	45.00	32.00

Chestnut, dry weight 2800 lbs. per M. ft.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$85.00	\$50.00	\$45.00	
5/4 & 6/4	72.00	56.00	48.00	
8/4	72.00	56.00	48.00	

Elm, soft, dry weight 3100 lbs. per M. ft.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$58.00	\$45.00	\$35.00	\$28.00
5/4 & 6/4	58.00	45.00	35.00	28.00
12/4	65.00	55.00	40.00	32.00

Gum, red, dry weight 3300 lbs. per M. ft.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$60.00	\$50.00	\$40.00	
5/4 & 6/4	62.00	52.00		
8/4	65.00	55.00		

Gum, Sap

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$50.00	\$45.00		
5/4 & 6/4	54.00	47.00		
8/4	55.00	47.00		

Hickory, dry weight, 4500 lbs. per M. ft.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$75.00	\$45.00	\$30.00	
5/4	100.00	75.00	50.00	
8/4	90.00	60.00	35.00	

Maple, hard, dry weight 3900 lbs. per M. ft.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$58.00	\$45.00	\$30.00	\$22.00
5/4 & 6/4	63.00	48.00	33.00	25.00
8/4	63.00	58.00	38.00	28.00
12/4	75.00	65.00	45.00	30.00
16/4	90.00	80.00	50.00	40.00

Soft Maple
 The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.

Mill run grade, No. 3 and better .. \$38.00
 No. 2 and better 47.00
 White and Red Oak, plain sawed, dry weight 4000 lbs. per M. ft.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$78.00	\$55.00		
5/4 & 6/4	80.00	60.00		
8/4	90.00	65.00		
10/4	95.00	70.00		
12/4	100.00	80.00		
16/4	110.00	90.00		

White Oak, quarter cut, dry weight 4000 lbs. per M. ft.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$105.00	\$80.00		
5/4 and 6/4	110.00	90.00		
8/4	115.00	85.00		

Red Oak, quarter cut.

	1s & 2s	No. 1 Com.	No. 2 Com.	No. 3 Com.
4/4	\$85.00	\$60.00		
5/4 & 6/4	100.00	75.00		
8/4	105.00	80.00		

OTTAWA, ONT.

Manufacturers' Prices

Pine good sidings:
 1-in. x 7-in. and up \$60 00 70 00
 1 1/2-in. and 1 3/4-in. x 8-in. & up 70 00 75 00
 2-in. x 7-in. and up 72 00 76 00
 No. 2 cuts 2 x 8-in. and up .. 45 00 50 00

Pine good strips:
 1-in. 53 00
 1 1/2-in. and 1 3/4-in. 60 00
 2-in. 60 00

Pine good shorts:
 1-in. x 7-in. and up 50 00
 1-in. x 4-in. to 6-in. 40 00
 1 1/2-in. and 1 3/4-in. 58 00
 2-in. 58 00
 7-in. to 9-in. A sidings 40 00

Pine, No. 1 dressing sidings ... 37 00 50 00
 Pine, No. 1 dressing strips ... 40 00 45 00
 Pine, No. 1 dressing shorts ... 45 00 40 00

Pine, 1-in. x 4-in. s.c. strips ... 44 00
 Pine, 1-in. x 5-in. s.c. strips ... 44 00
 Pine, 1-in. x 6-in. s.c. strips ... 46 00
 Pine, 1-in. x 7-in. s.c. strips ... 46 00

Pine, 1-in. x 8-in. s.c., 12 to 16 ft. 48 00
 Pine, 1-in. x 10-in. M.R. 51 00
 Pine, s.c. sidings, 1 1/2 and 2-in. 47 00
 Pine, s.c. strips 1-in. 40 00

1 1/2, 1 3/4 and 2-in. 42 00
 Pine, s.c. shorts, 1 x 4 to 6 in. 38 00
 Pine, s.c. and bet., shorts 1 x 5 40 00
 Pine, s.c. and bet., shorts 1 x 6 45 00

Pine box boards:
 1" x 4" and up, 6'-11' 38 00
 1" x 3", 12'-16' 42 00

Pine, mill culls, strips and sidings, 1-in. x 4-in. and up, 12-ft. and up 38 00

Mill cull shorts, 1-in. x 4-in. and up, 6-ft. to 11-ft. 36 00

O. culls r & w p 26 00

Red Pine, log run:
 mill culls out, 1-in. 32 00 36 00
 mill culls out, 1 1/2-in. 38 00
 mill culls out, 1 3/4-in. 38 00
 mill culls out, 2-in. 34 00 41 00
 mill culls, white pine, 1" x 7" and up 34 00

Mill run Spruce:
 1" x 4" and up, 6'-11' 32 00 33 00
 1" x 4" and up, 12'-16' 34 00
 1" x 8"-10" and up, 12'-16' 40 00 42 00
 1 1/2" x 7" 8-9" and up, 12'-16' 40 00 43 00
 1 1/2" x 10" and up, 12'-16' 44 00
 1 1/2" x 12" and up, 12'-16' 46 00

Spruce, 1-in. clear (fine dressing and B) 46 00

Hemlock, 1-in. cull 25 00 27 00
 Hemlock, 1-in. log run 30 00 35 00
 Hemlock, 2x4, 6, 8, 10, 12/16' .. 30 00 35 00

Tamarac 24 00 26 00
 Basswood, log run, dead culls out 40 00 50 00
 Basswood, log run, mill culls out 45 00 50 00
 Birch, log run 50 00 52 00

Soft Elm, common and better, 1, 1 1/2, 2-in. 25 00 30 00
 Ash, black, log run 32 00 40 00

1 x 10 No. 1 barn 52 00
 1 x 10 No. 2 barn 46 00
 1 x 8 and 9 No. 2 barn 42 00

Lath per M:
 No. 1 white pine, 1 1/2-in. x 4-ft. 4 75 5 00
 No. 2 white pine 4 50
 Mill run white pine 4 75

Spruce, mill run 1 1/2-in. 4 00
 Red pine, mill run 4 25
 Hemlock, mill run 4 00

32-in. lath 2 00 2 25
 White Cedar Shingles:
 XXXX, 18-in. 5 00
 Clear butt, 18-in. 4 00
 18-in. xx 2 75

Spruce logs (pulp) 13 00 15 00

QUEBEC, QUE.

White Pine
 First class Ottawa waney, 18-in. average, according to lineal 80 90
 10 in. and up average 85 95

Spruce Deals
 8 in. unsorted Quebec, 4 in. to 6 in. thick \$31 00 \$34 00
 8 in. unsorted, Quebec, 7 in. to 8 in. thick 35 00 37 00
 8 in. unsorted Quebec, 9 in. thick 40 00 45 00

Oak
 According to average and quality 55 ft. cube 85 95
 According to average and quality, 40 to 45 feet, cube 95 1 05
 According to average and quality, 30 to 35 feet 75 85

Birch Planks
 1 to 4 in. thick, per M. ft. 40 00 45 00

SARNIA, ONT.

Fine, Common and Better
 1 x 6 and 8 in. \$80 00
 1 in., 8 in. and up wide 90 00
 1 1/2 and 1 3/4 in. and up wide 100 00
 2 in. and up wide 105 00

Cuts and Better
 4/4 x 8 and up No. 1 and better 75 00
 6/4 x 8 and up No. 1 and better 85 00
 8/4 x 8 and up No. 1 and better 87 00

No. 1 Cuts
 1 in., 8 in. and up wide 63 00
 1 1/2 in., 8 in. and up wide 72 00
 1 3/4 in., 8 in. and up wide 73 00
 2 in., 8 in. and up wide 76 00
 2 1/2 and 3, 8 in. and up wide 100 00
 4 in., 8 in. and up wide 105 00

No. 1 Barn
 1 in., 10 to 16 ft. long \$53 00 \$63 00
 1 1/2, 1 3/4 and 2 in., 10/16 ft. 58 00 64 00
 2 1/2 to 3 in., 10/16 ft. 73 00

No. 2 Barn
 1 in., 10 to 16 ft. long 50 00 56 00
 1 1/2, 1 3/4 and 2 in., 10/16 ft. 51 00 56 00
 2 1/2 in. to 3 in. 66 00

No. 3 Barn
 1 in., 10 to 16 ft. long 48 00 51 00
 1 1/2, 1 3/4 and 2 in., 10/16 ft. 47 00 51 00

Box
 1 in., 1 1/2 in. & 1 3/4 in., 10/16 ft. 42 00 44 00

Mill Run Culls
 1 in., 4 in. and up wide, 6/16 ft. ... \$37 00
 1 1/2, 1 3/4 and 2 in. 37 00

Lath
 No. 1 48 in. White Pine 5 60
 No. 2 48 in. White Pine 5 10
 No. 3 48 in. White Pine 4 60
 32 in. Pine 2 10
 48 in. Hemlock 4 60
 32 in. Hemlock 2 00

ST. JOHN, N.B.

Spruce
 Wholesale to the Retailer
 Random Lengths 10 to 35 feet.
 2 x 3 D 1 edge and 3 x 3 D 1 edge... \$38 50
 2 x 4 D 1 edge and 3 x 4 D 1 edge... 39 00
 2 x 5 Rgh. and 3 x 5 38 00
 2 x 6 Rgh. and 3 x 6 38 00
 2 x 7 Rgh. and 3 x 7 40 00
 2 x 8 Rgh. and 3 x 8 40 00
 2 x 9 Rgh. and 3 x 9 47 00
 2 x 10 Rgh. and 3 x 10 47 00
 2 x 12 Rgh. and 3 x 12 47 00

Timber at corresponding prices:
 Merch. Spruce Bds., Rgh., Ran. lengths 1 x 3-4-5-6 38 00
 Merch. Spruce boards, 7 and up 45 00
 Refuse boards, plank deals 28 00

Laths \$3 25
 Shingles, Extra Cedar 5 50
 Clears 5 25
 2nd do 4

"The
Original
Red
Belt"



"The
Long-Grain
Friction
Belt"

¶ Dunlop "Gibraltar RedSpecial" is the proven benefactor of many an industry in this country which has felt the need of offsetting rising costs by speeding up production and by the elimination of belt trouble.

¶ "Gibraltar RedSpecial" is a real rubber belt. It may be compared to other brands of belts only as a powerful magnifying glass might be compared with the object whose imperfections it brings into the limelight.

¶ The first belts of this brand sold have been in use for years and have proven that scientific research—combined with approximately one quarter of a century's experience in the rubber goods manufacturing industry—could offer no more in belt merits than those features for which this Dunlop Product is so well and favorably known.

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4/4	43 - 45	28 - 30	20 - 22	
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8 ft. and up	45 00 46 00	Washington 16-in. 5 butts to 2-		
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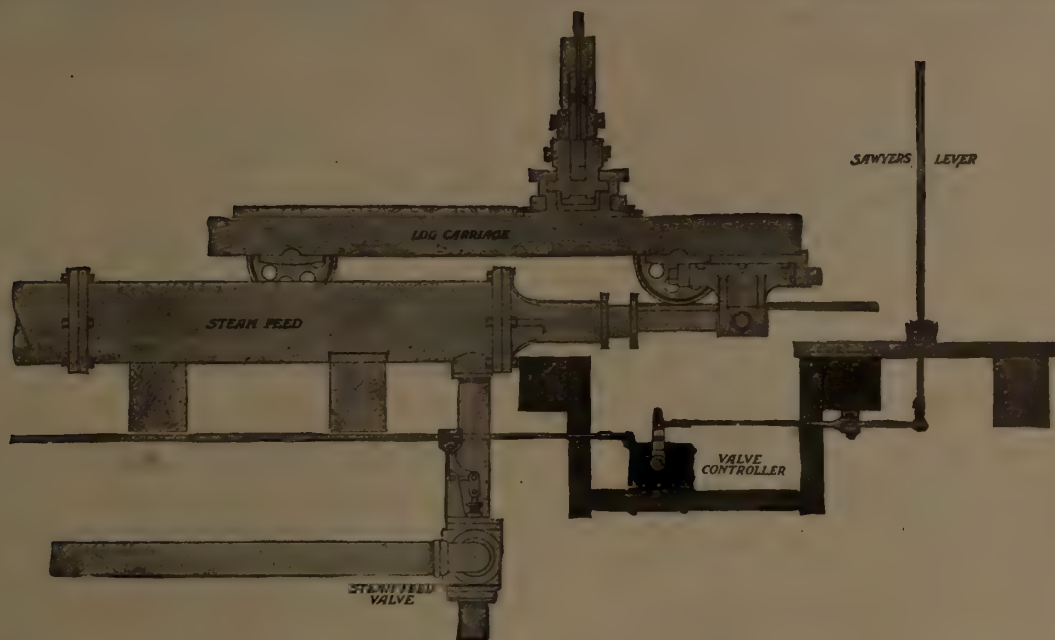
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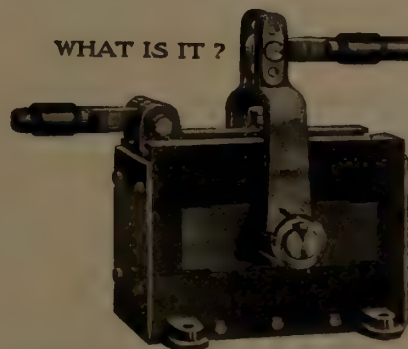
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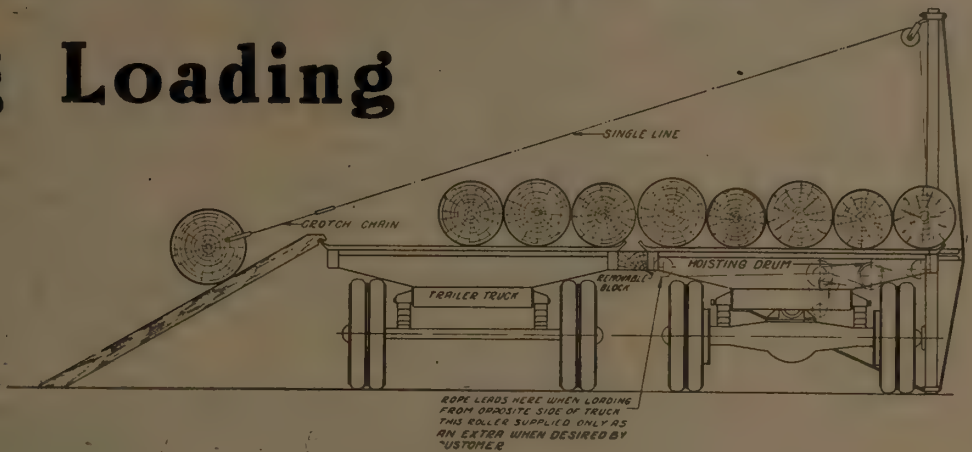
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give a perfectly flat and pliable product without checks or splits.

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The most advanced improvements in Saw manufacture have placed us far ahead in the manufacture of Saws for all uses.

Our Band and Circular Saws are worthy examples. They cut more timber—do it with less power and require less repair to be kept in perfect condition.



Economy in mill operation has proved their value. Put them through competitive tests with other Saws.

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Large Stocks Carried in Canada



Illustrating portable unit of Mathews Conveyor for unloading cars.

Photo by courtesy of Windsor Lumber Co., Ltd., Windsor, Ont.

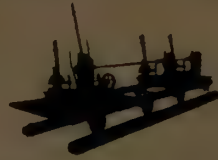
Illustrating permanent installation of Mathews Lumber Conveyor, between mill and shipping and distributing platform.

Photo by courtesy of Vancouver Cedar Mills, Roche Point, B.C.



Write for Catalogue L.

CANADIAN MATHEWS GRAVITY CARRIER COMPANY, LIMITED
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LUMBERMEN'S

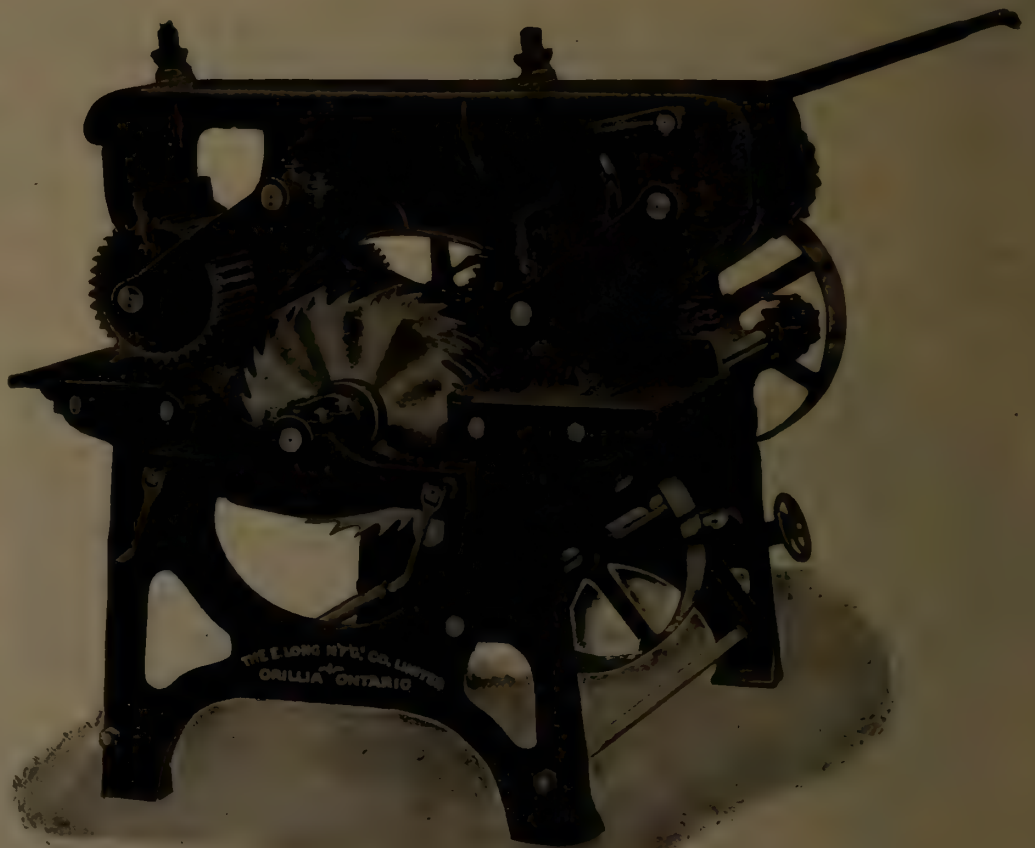
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Lath Machinery

When you overhaul your mill get in touch with us about new equipment. We will be pleased to co-operate with you in every way.

A Customer Writes:—

"We have been cutting dry slabs and cull ties to try to keep up to the capacity of our lath mill. (We were not getting half enough green slabs from our circular saw.) "The bolter, Long's No. 3, in particular can not get hold of enough to chew, and no man can feed the lath saws enough to stall them.



No. 3 Bolter

"We have had no breakdown of any kind and our product is said to be equal if not superior to anything selling on the Chicago market."

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The E. Long Manufacturing Co. Ltd.

ORILLIA ONTARIO

Waterous Bandmills are Best

An important feature in the design and construction of a bandmill and one which is too often overlooked or neglected is that of the upper and lower wheels

After many years of study and of observing mills under actual working conditions our Engineers have designed wheels that are absolutely correct in every way.

The lower wheel is made entirely of iron, this wheel is very heavy, and is so cast that all strain due to shrinkage is effectually prevented. In pouring we use a core to split the hub at right angles to the mandrel. The arms are attached diagonally to the rim in such a way that they connect each side of the rim to the opposite half of the hub. The attached cut explains this construction. As the wheel cools the sections of the hub can draw together without inducing any strain in the arms. When cold the core space between the hub sections is filled with a wrought iron ring bolted into place as shown in the cut. Over 300 of these wheels are in use at present and no failures have as yet been recorded.

The rim of the wheel is made extra heavy, and on its inner side is steeply bevelled, so that it will quickly shed any sawdust that falls upon it. The hub is bored a ground fit with the tapered mandrel and is firmly held in place by a feather key let into the latter. It is further fastened in position by a large nut. This method of fastening the wheel ensures perfect centering and an absolutely tight fit, which is almost impossible to obtain with a straight mandrel or with a driven key.



So that the upper wheel will not over-run the lower, and permit the saw to go slack on the cutting side, we have made the upper wheel as light as possible. Both hub and rim are of cast iron, connected by light strong steel spokes, upset on both ends and flared in such a way that the metal (in casting) thoroughly attaches itself to the spokes. The hub is bored on a taper and is made a ground fit to the tapered mandrel to which it is fastened with feather key and nut as in the case of the lower wheel.



Both upper and lower wheels, after being attached to their respective mandrels, are placed on a lathe and the rim is turned and ground perfectly true. They are then carefully counter-weighted to exact balance and when placed in the bearings will run with absolute precision. Heavy scrapers keep the wheels clear of sawdust and resinous accumulations, thus securing an even contact between the wheel and the saw, and also preventing the saw from running where gummy deposits may lead it.

Waterous

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The Standard Tools in every province of the Dominion, New Zealand, Australia, etc.
We manufacture all kinds of lumber tools. Light and Durable.

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Sold throughout the Dominion by all Wholesale and Retail Hardware Merchants.

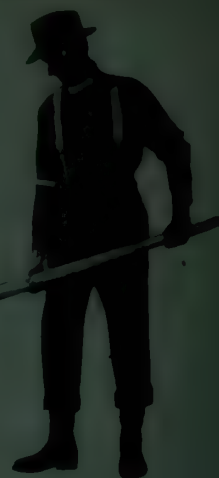
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It's a Pink
anyway, you
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"We have used the Alligator or Warping Tug manufactured by you for the last 7 or 8 years, and consider them indispensable to lumbermen on waters of French River or similar streams."

Will move a log containing 60,000 logs,
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LEATHER
BELT
THAT'S
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OUR
"EXTRA"



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STANDARD HORIZONTAL RETURN TUBULAR BOILER

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Are the Ideal Fire Protectors for your mill, for the following reasons:—

- 1st—Pyrene is death to all inflammable fires.
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- 7th—Pyrene in one of our Holsters is ideal for your watchman in case he locates a fire in your building.

We also carry the 2½ Gal. Soda Acid Extinguisher

Ask for our Catalogue which contains a full line of fire appliances, also for our book on how to protect your factory. This book contains valuable information.

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A circular shear cut head that is unsurpassed as a Jointing Head for stock from 1" to 3"; always ready for the job without a set up, saving you money, and assuring a perfect square joint. Made in four, six or eight bits with or without Self Centering Colet.

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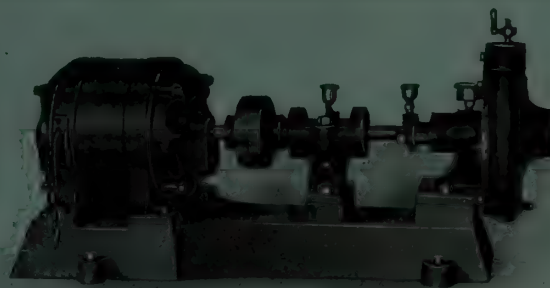
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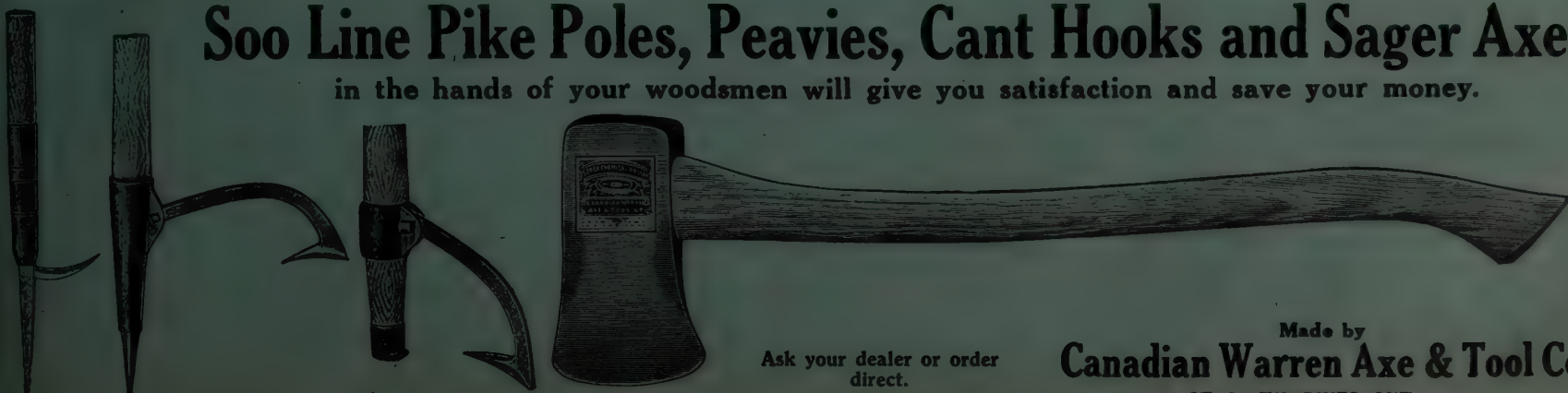
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in the hands of your woodsmen will give you satisfaction and save your money.



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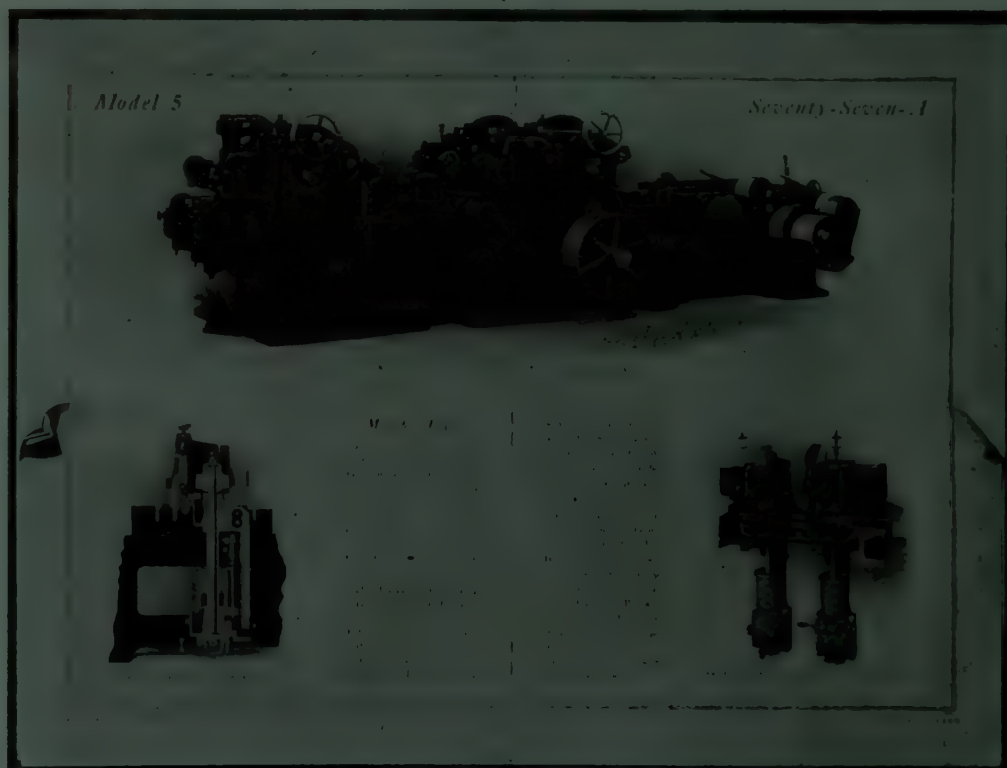
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For highest efficiency -- get a 77A -- Model 5

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 The finest book ever issued on planing mill machinery.

When you know how this Model 5 is constructed and what it
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Merchantable Spruce		Merchantable Spruce		Cull Spruce
1 x 3	48,000 ft.	2 x 4 scant	96,000 ft.	1, 2 and 3 in. . . . 500,000 ft.
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1 x 7	95,000 "	2 x 8 "	88,000 "	Mill Run Lath
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We can make prompt shipment on straight or mixed cars of clear kiln dried B. C. Douglas Fir in all sizes rough or dressed. Also flooring, ceiling, mouldings and siding.

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High Grade Lumber and Timber

SPRUCE *Ready for Shipment*

2 x 4"	10/16'	3 x 5"	12/16'
2 x 5"	10/16'	3 x 6"	12/16'
2 x 6"	10/16'	3 x 7"	12/16'
2 x 7"	10/16'	3 x 8"	12/16'
2 x 8"	10/16'	3 x 8"	17/24'
2 x 9"	10/16'	3 x 9"	12/16'
2 x 10"	10/16'	3 x 9"	17/24'
2 x 10"	17/24'	3 x 10"	12/16'
		3 x 11"	12/16'

Douglas Fir & B.C. Spruce

Ready for Shipment

8 x 8 to 16 x 16" 16/32'

Pitch Pine

6 x 8"	14/20'
8 x 8"	12/20'
8 x 10"	14/16'
10 x 10"	18/20'

Derrick Stock

B.C. FIR

12 x 12"	5/60, 5/65.
14 x 14	5/52, 5/60.
16 x 16	5/60, 5/65.
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200,000' No. 1 Common and Better Basswood 1½ x 4" and up, mostly 1sts and 2nds.

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Pattern Pine a Specialty

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White and Red Pine

Stock on Hand for quick shipment

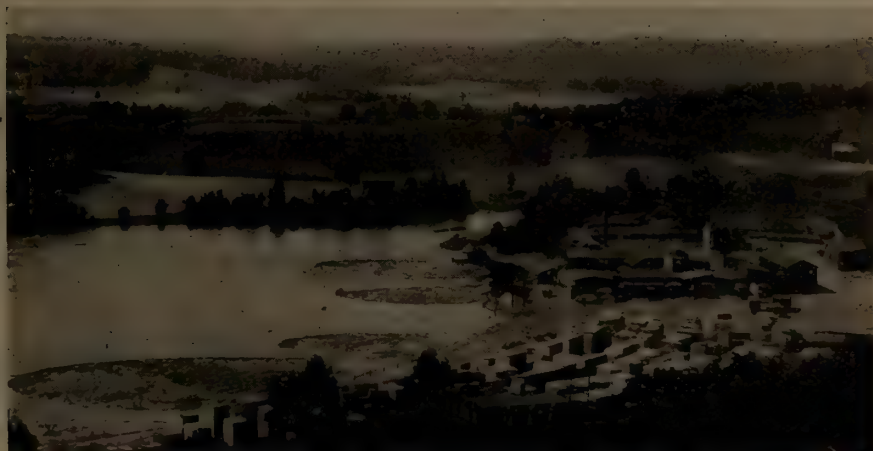
6 x 6- 12/16	50,000	6 x 12- 12/16'	7,000'
8 x 10- 12/16'	30,000	8 x 12- 12/16'	14,000'
10 x 10- 12/16'	100,000	10 x 12- 12/16'	25,000'
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Complete assortment 1"- 2"- and 3" White Pine

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Hardwood Flooring

"Red Deer" flooring is manufactured to meet the demand for a high grade flooring at a moderate price.

Prices on this flooring and also Hemlock, Spruce, Bill stuff and Hardwood Lumber will be gladly furnished upon request.

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Huntsville, Ontario



Dry Small Log Mill Run

AT MIDLAND, ONT.



White Pine

1 x 4	10/16	100,000'
1 x 5	"	70,000'
1 x 6	"	190,000'
1 x 7, 9 & 11	"	40,000'
1 x 8	"	140,000'
1 x 10	"	70,000'
1 x 12	"	15,000'
5/4 x 5	"	6,000'
5/4 x 6	"	15,000'
5/4 x 8	"	30,000'
6/4 x 4/8	"	21,000'
2 x 6	"	65,000'
2 x 8	"	70,000'
2 x 10	"	14,000'
2 x 12	"	12,000'
1" & 2" Mill Culls		

Red Pine

1 x 4	10/16	160,000'
1 x 5	"	95,000'
1 x 6	"	150,000'
1 x 7	"	13,000'
1 x 8 & up	"	90,000'
2 x 4	"	88,000'
2 x 8	"	120,000'
2 x 10 & 12	"	35,000'
3 x 6	"	11,000'
3 x 10	"	13,000'
3 x 12	"	10,000'
2 x 6" 18'	"	58,000'
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We have lumber at

Milnet, on C.N.Ry.

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C.P.R. or G.T. from North Bay

Callander, on G.T.R.

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(near Ottawa)

Our selling organization is at your disposal. We will have a representative call at your convenience.

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Jack Pine

Spruce and

Lath

Always on hand

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THE LARGEST LUMBERING INDUSTRY IN NOVA SCOTIA

PRODUCTION 40 MILLION FEET PER ANNUM

Send us your enquiries for

**Spruce, Pine, Hemlock or Hardwood Lumber
Box Shooks and
Dry Pressed Baled Sulphite and Sulphate Pulp Chips**

OUR SPECIALTIES:

Nova Scotia White Spruce and Hardwood Flooring

We are equipped with everything appertaining to Modern Saw Milling and operate from the Woods to the finished product.

If you want something special quickly, try us. We will cut, dry, work and ship within a few days from receipt of order.

We are located on the main line of the Halifax and South Western Railway and on Tidewater.

We Operate:

A Double Band Mill at Springfield, N.S.,	Capacity 120,000 ft. per day	A Box Shook Factory at Bridgewater, N.S.,	Capacity 50,000 ft. per day
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A Rotary and Gang at Bridgewater, N.S.,	" 80,000 ft. per day	A Chipping Mill at Bridgewater, N.S.,	" 100 cords per day
A Planing Mill at Bridgewater, N.S.,	" 100,000 ft. per day	A Ground Wood Pulp Mill at Charleston, N.S.,	Capacity 40 tons Spruce Pulp per day.

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**White Pine
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Lumber and Lath**

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80,000 ft.	1. x. 4 and up—6 to 16 ft.	Merchantable.
35,000.	" 2 x 6—10 and 12 ft.	"
10,000	" 2 x 6—14 ft.	"
30,000	" 2 x 8—10 and 12 ft.	"
10,000	" 2 x 8—14 ft.	"
10,000	" 2 x 8—16 ft.	"
20,000	" 2 x 10—10 and 12 ft.	"
20,000	" 2 x 10—14 ft.	"
20,000	" 2 x 10—16 ft.	"
20,000	" 2 x 12—10 and 12 ft.	"
20,000	" 2 x 12—14 ft.	"
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15,000	" 2 x 6 and 8"—18 ft.	"
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8" Dundas four side.
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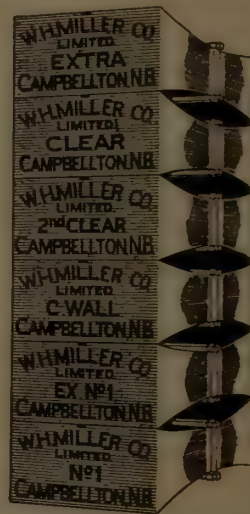
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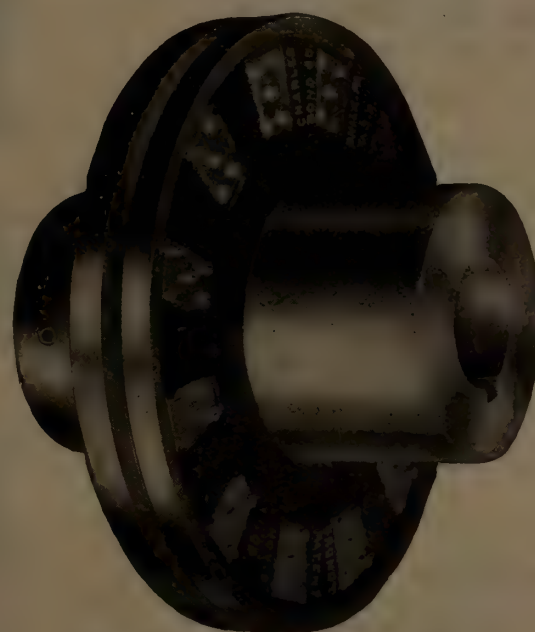
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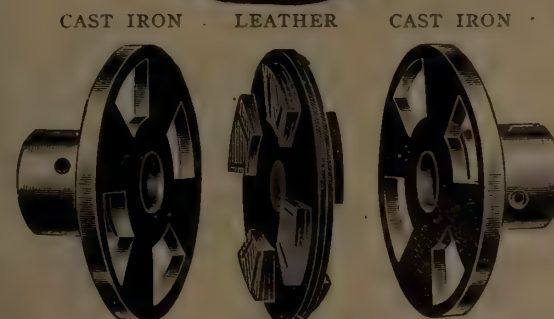
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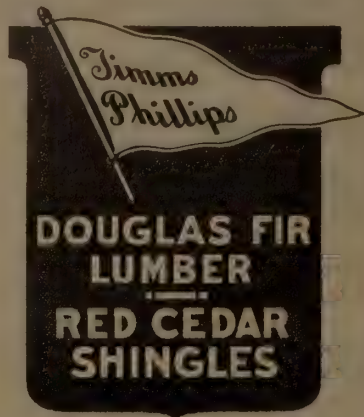
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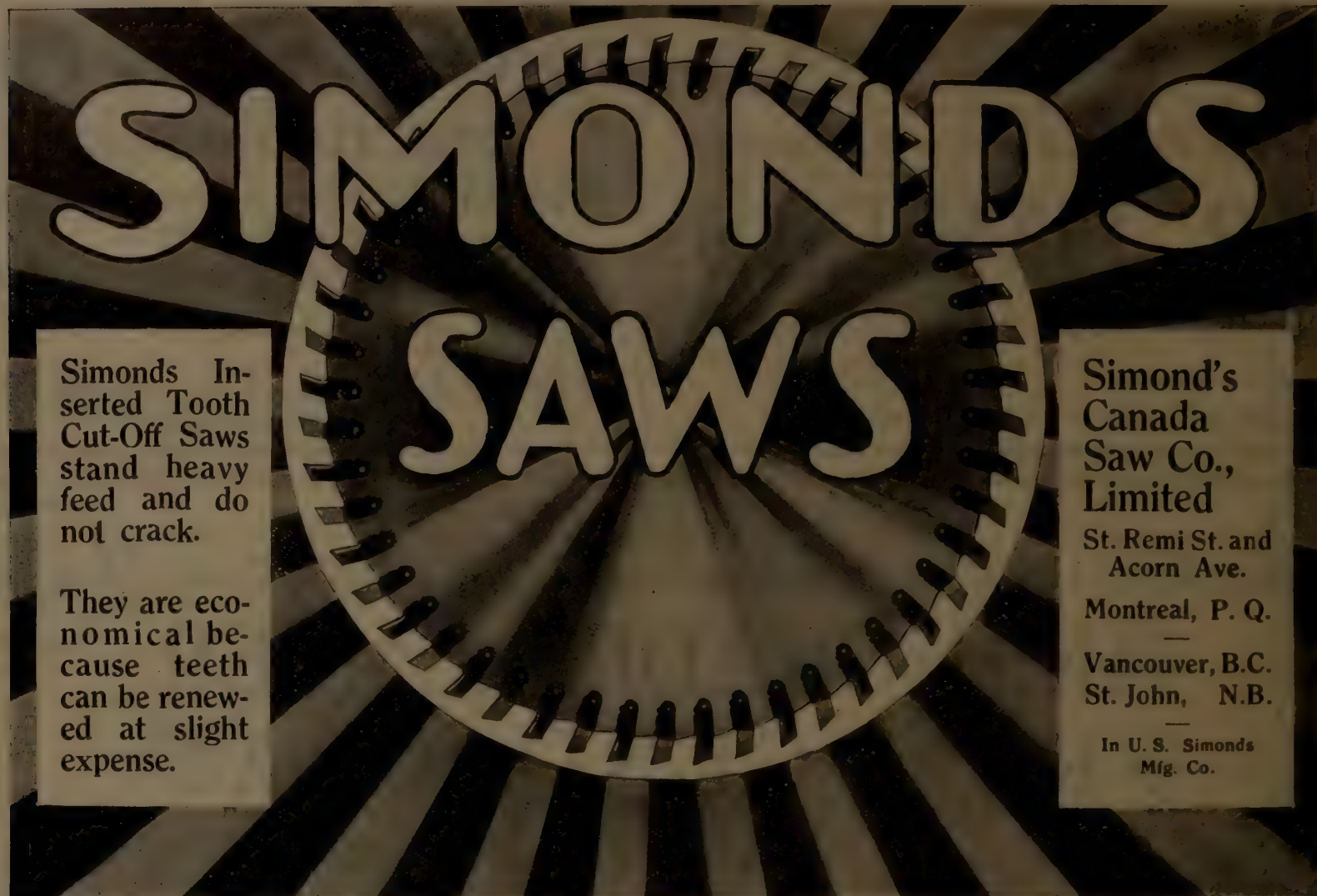
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WINNIPEG

Canada Lumberman

and Woodworker

Issued on the 1st and 15th of every month by

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"The Canada Lumberman and Woodworker" is published in the interest of, and reaches regularly, persons engaged in the lumber, woodworking and allied industries in every part of Canada. It aims at giving full and timely information on all subjects touching these interests, and invites free discussion by its readers.

Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

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Vol. 39

Toronto, June 1, 1919

No 11

Knowing Costs and Other Essentials in Selling Lumber

In the management and operation of any business there are what is known as fixed charges, such as rent, heat, light, taxes, insurance, advertising, postage, interest, freight, etc., which are largely uncontrollable. These disbursements practically run the same from year to year, varying, of course, somewhat according to the volume of business done and other considerations. Such "levies" have to be provided for and taken care of. In these days, however, it is necessary for the retail lumberman to keep down expenses to the lowest notch and reduce costs wherever possible in order to forge ahead in the business game with its added outlay for materials, labor, delivery and overhead. There are many items which will bear closest scrutiny. These are knowing accurately the cost of doing business, the proper way to figure profits, turnover, making estimates and taking an inventory of stock, not to speak of the necessity for careful buying. Getting loaded up too much with commodities in one line which are slow to move and being short on supplies which are in active daily demand is another encumbrance to be avoided. The man who is thoroughly acquainted with these facts, knows definitely all points covered and eliminates guess work, is the one who is expanding today. He is not only extending his trade, but feels in the conduct of his affairs that he is getting somewhere and not merely marking time or eking out a bare living, with no adequate return on his investment or recompense for his labor.

The retail lumberman has to exert himself today as never before. His capital outlay is larger than ever, his competition is keener and his disbursements for labor, cartage and other things ascending all the while. He should know what material he has on hand, should employ a well regulated stock-keeping system and see that his service and deliveries are constantly up to the mark. If he engages in contract work or operates a planing mill he should possess full

knowledge of what his materials cost, quantities required, his help, the hours of work, etc., and check all estimates carefully. Price cutting should be out of the question. Lumber of all kinds is destined to go higher. The rate of wages at the mills is being increased, the hours of labor are getting shorter, freight rates will in all likelihood take another jump, and, with augmented consumption and diminished output, forest products quotations are bound to be in the ascendancy. The hope that there would be a drop in the price of building material is, owing to the industrial trend of the times, fast vanishing, and it would appear as if the values of the past will not return.

A new era is upon us, the cost of living keeps aviating and world-wide conditions growing more irksome and burdensome so far as the industrial army is concerned. There was never an era when it required the exercise of so much intelligence, energy, foresight, discrimination and good judgment to manage successfully a retail lumber business—or any other business for that matter—as it does at this juncture. It is rapidly becoming a case of the survival of the fittest. No longer will following the lines of least resistance answer. Service is the watchword of the hour, coupled with quality, system, and co-operation. The trade association can do much and is accomplishing a great deal for its members. Now is the time to hang together and observe better terms of settlement, cutting out all chance and guess work, keeping personally on the job and attending strictly to duty.

The reiteration of these simple and elementary truths may be thought a matter of supererogation, but the fact is driven home more and more that quality and service are the elements that win the present-day struggle. Definitely ascertained costs, proper inventories, prompt collections and securing a fair, reasonable profit on every transaction are contributing factors that can no longer be ignored. The ideas of the past must be discarded; the reception of new conditions and methods must be welcomed. The retail lumberman who becomes conversant with conditions and standards as they are instead of desiring to follow along old, effete lines or adhering to past performances is the one who is going to win out. As an example of broadmindedness and ready adaptability, an eastern firm in writing the "Canada Lumberman" sum the situation comprehensively and succinctly when they state: "The cost of production is much higher than it was and prices must go up and with them the margin of profit. We intend to explain these facts in an aggressive advertising campaign in our local papers, advising the public that the present is the best time to build, that values will not come down and that everyone must adjust themselves to think in 1919 terms and forget anything that happened in 1913. If this course is adopted generally, we feel such a campaign would have splendid and far-reaching results, that doubt and difficulty would be overcome and confidence and assurance would be re-established in the public mind."

Winning Support in the Cause of Forest Fire Protection

Education is the cheap defence of nations. It is also a vital measure of protection in any movement safeguarding the interests of the people and bringing home to the masses the conviction that the good of all is bound up in the welfare of each, and vice versa. This is particularly true in connection with the great heritages that belong to the public domain, such as timber, fisheries, mining, crown lands, etc. There is no province in Canada more alert and aggressive in safeguarding its natural sylvan possessions than New Brunswick. The forest service has been particularly vigilant during the last two years, and Hon. Dr. Smith, Minister of Lands and Mines, has demonstrated that he is a fearless and efficient exponent of maintaining provincial rights, and at the same time guarding well private interests. There has been recently issued by the Forest Service Department of New Brunswick a leaflet to which the "Canada Lumberman" feels it is advisable to draw more than passing attention. An appeal is personally made to each citizen of the province, and the object, it is stated, is to bring his close attention to the more important points of the forest fire law, and to enlist support on behalf of fire protec-

tion. Then follow explicit directions in regard to burning permits, the rules for slash burning, co-operation in fire fighting, directions for campers and picnic parties, and why fire protection is necessary. As a convincing proof of the directness and force of these instructions, a table is attached showing the number of forest fires, their causes, and the needless damage done during 1918. The figures are somewhat startling, revealing that the number of fires were 850, the total area of acres covered, 19,080, and the damage \$72,266. There are two or three clear and striking clauses which cannot help but drive home serious thoughts in the minds of the average citizen, and will have a telling effect. It is asserted that a forest fire is a menace both to private and public property, and often to life. From the standpoint of good citizenship alone, every able-bodied citizen should in every way possible endeavor to prevent fires, and be ready and willing to assist in putting them out. Thus every person in the province has an immediate interest in the prompt and effective suppression of all forest fires. With the great area to be protected, forest rangers can only supervise the timber resources by having the active assistance and cordial co-operation of every citizen.

Editorial Short Lengths

A small experimental order for about 2,000,000 feet of lumber has been placed in British Columbia for the English market, according to an announcement made recently by Sir James Ball. He expressed the hope that this would be the prelude to an extensive business in B. C. lumber for British accounts.

Who is responsible for the delay and inadequacy of shipping facilities across the seas? The lack of transportation accommodation is alarming. Stocks are piling up at export points, and the timber trade of the Dominion will suffer severely. The situation at St. John and other ports is really alarming and so far nothing to relieve the situation has been accomplished.

The scarcity of houses in New South Wales, Australia, is so alarming as to have enlisted the co-operation of the government. A comprehensive scheme has been launched, under which it is proposed to rent houses on the model village plan, built for those anxious to purchase by installments, assist people to build in approved districts, to finance the purchase of homes already occupied, and to arrange the conversion of life assurance to assist in house purchases. Weekly payments of from thirteen to twenty shillings for houses of from three to five rooms with ample verandahs, it is estimated, will suffice for all cost, including interest, and will at the same time provide a sinking fund to extinguish the debt in twenty-five years.

Some interesting facts in regard to Safety work have been gleaned from the Safety Committee's experience in connection with the large plants of the General Electric Company industries on the other side of the line. The tabulated data shows that more accidents occur on Monday than on any other day of the week and that the most careful age is found to be 37. Other striking incidents are that the ages showing most accidents in proportion to the number of employees are between 22 and 26, and 50 years and over. The hour showing most accidents is from 9 to 10 a.m. Fifty per cent. of the accidents occur to new employees or those who have been less than six months in one position. Contrary to general belief, the foreign-born employees are quick in acquiring the safety habit, if taught. More accidents occur in the hot season than in the cold. Over 80 per cent. of the accidents are due to carelessness. The average woman on the same kind of work meets with an accident only one-third as frequently as the average man.

The Ontario Legislature has passed a bill permitting the export of poplar pulpwood from Crown lands. For many years there has been a regulation that no pulpwood should be exported from the province without being manufactured into pulp or paper. Spruce has been the most sought-after wood, in fact the one almost exclusively used, and there has been little activity in or demand for

poplar. The result has been that in the cutting of spruce and other timber, the poplar has not been put to good account and cannot be sold to Canadian mills as it is scattered through the spruce. In order to conserve this wood, and cause it to have a market, the bill when presented to the Ontario legislature, met with no opposition. It was felt that the province might as well benefit from the dues that will be collected on such pulpwood exported from the province.

The National Lumber Manufacturers' Association of Chicago are sending out effective and admirably illustrated booklets on "Own Your Home." Here is one significant paragraph out of many that will be read with interest.

"Did you ever think of the difference in your friends? Stop a minute and compare them; you'll be surprised that you never saw the contrast before. Those who own their homes have a different look on their faces than the fellows who rent. The man who goes home to supper at six o'clock to a rented house—just like half a dozen others in the same row, hasn't half as much spring to his step as one who hurries along, keen to see the progress in the new garage he is building or what development the day has brought in the garden. It's a queer trait of human nature that the possession of a little real estate changes a man's general appearance, his disposition, and his efficiency. It makes him feel as though he had a place in the world with a RIGHT to it. It gives him responsibility—it spurs him on to do his best. It's just like having your own wife, or your own baby, or your own car—the other fellow's possessions may be very nice but—you want your own!"

A pioneer in the undertaking, the Dominion Government has decided to put to the test the feasibility of aerial forest patrol. The Quebec government and the St. Maurice Forest Protective Association have volunteered to pay for the maintenance of machines and pilots, and accordingly, Acting Minister of Marine and Fisheries, Hon. A. K. Maclean, has ordered two hydroplanes to be released from their sheds at Halifax for safeguarding the limits. Stuart Graham, a former air pilot in the British Navy's warfare with submarines, has arrived in Ottawa to take charge of the patrol. Canada is the first to initiate aerial forest patrol, though the United States will be a close second, having issued orders to have the military authorities co-operate with the American Forest Service. While patrolling and keeping a watchout for fires from above, operators will be in wireless communication with rangers on the ground, and thus should be able to report fires and have these men dispatched to the scene with a minimum loss of time. The mapping of forests by camera will be an important adjunct to the work.

The following timely resolution recently passed by the New York State Retail Lumber Dealers' Association, speaks for itself:

Whereas, the lumber industry has been greatly injured by the shipment from manufacturing points of material poorly manufactured and not up to specifications of grade; and whereas, such practice has greatly injured the reputation of building material and has caused much loss of business owing to the use of substitutes; and whereas, we as retail dealers, standing closest to the consumer, are determined upon giving him at all times material fully to specifications; be it resolved, that we condemn as subversive to the best interests of the public and the trade the practice of shipping unsold cars in transit, resulting as it does in the tying up at all times of a large amount of rolling stock, and the continual forcing upon the market and the consumer of great quantities of material very frequently of inferior quality and manufacture. And as in the shipment of cars in transit the original shipping point is generally concealed, making it impossible for the buyer to know what class of stock he is getting, or by whom manufactured; be it further resolved, that the best interests of the public and the members of the retail dealers' association of the State of New York will be served by our refusal hereafter to purchase any material so offered upon cars in transit.

Mr. Manbert Reviews Conditions in England

Preliminary Survey Reveals Splendid Appreciation of White Pine—Definite Ways of Increasing Trade—Lower Rates and Transportation Control Urged

A. C. Manbert, of Toronto, who has now been in England for several weeks conducting propaganda work in the interests of Ontario timber products, with the object of widening the market, more particularly so far as certain thicknesses and widths of white pine are concerned, has sent a most interesting and instructive preliminary report to the Honorable G. H. Ferguson, Minister of Lands, Forests and Mines for Ontario, W. E. Bigwood, of Toronto, chairman of the Lumber Manufacturers' Organization for Overseas Propaganda, and W. M. Ross, of Ottawa, Secretary of the organization.

After speaking of his first experience in London and getting down to the work in hand, Mr. Manbert says:—If I entertained some misapprehension about the quality of my reception it was perhaps best to do the discounting in Canada, for avowedly it has been most reassuring to receive an unexpectedly courteous welcome and sympathetic hearing, coupled with a readily announced interest in everything pertaining to Canadian relationships.

When it comes to translating this attitude of interest into terms of action, and discussing definite ways and means of increasing trade, it is natural that the viewpoints should reflect the various trade activities and positions of the individual, his trade philosophy and measure of perspective. But if these attitudes range from enthusiastic partisanship for Canada to a cautious friendliness, in every case do I find universal agreement that conservatism which have heretofore controlled have been so rudely shaken and old traditions so broken down, that unimagined opportunities exist and that many changes are inevitable.

On the other hand, this unsettlement again induces a reacting conservatism in effecting adjustments from a war to a peace basis of business conduct; a hesitation that is always allied to unsettled conditions. This is specifically instanced in the decontrol of timber supplies.

The Expiration of Timber Control

As you have been advised, the timber control expired at the end of March, but though nominally true, it is a question if, just at the moment, the control does not equal its previous reign and authority, if in a different fashion.

Shortly before relinquishment the Controller bought large quantities of timber, notably spruce and pine. In this, Canada is happy that a majority of the purchases came from there.

So far as I can learn, there is general satisfaction here with the Government's action, but the immediate effect is to create, in a "free market," centralized holdings and a "dealer" whose rises superior to the ordinary impulses and restraints that direct civilian trade. A government can do, in the fulfillment of its policy, what would create bankruptcy in an individual. Illustration is unnecessary.

The Government undoubtedly has a policy, but, as yet, unannounced. It may be to prevent any further rise in prices, but certainly it has bought this timber as a measure of safeguarding its policy and that policy undoubtedly is intended to conform to the generally understood wish of the British people for a speedy return to full power of the trade and manufacturing movements of the country.

A fundamental doctrine here is free access to raw materials.

The Timber Board announces that it will sell its purchases with due consideration to their cost, but it is conceivable that if it be considered necessary to make a first loss in order to quicken resumption of general trade, it might find ample warrant.

Indeed, in both official and business circles, as I see it, the conviction is at full flood that everything possible must be done to restore production to its pre-war status, so that exports may be resumed in volume to reduce and soon overcome the adverse "balance of trade." This is so all-important to the varied problems of Britain's national life that I am sure she will support and demand any arbitrary governmental measure which she thinks is favorable to the purpose even though she ever regrets any interference with her philosophy or individualistic freedom of action.

Importing for the Time Hesitant

In the instance I have given, until the Government policy is announced and, more particularly, until the Government stock is distributed, individual and new purchases from Canada or elsewhere are bound to be deferred and to that extent, and quite apart from the shipping situation which I shall touch upon later, importing outside of Government stocks is for the time hesitant.

In this, I am not dealing with local demand, which is a different matter and is generally good. What I am trying to show is that the regular, importing timber trade which operates largely in advance of local requisition is halted, and that purchases from Government stocks are on a "hand to mouth" basis. This is a point which Canadian operators should understand as affecting present or early future sales.

I have referred to the demand as good. For white pine, that is too moderate a statement—the demand is really keen. There is literally a famine in white pine (or yellow pine, as it is called here). I went over the Surrey Docks this past week and where in ordinary pre-war times vast stocks were stored, there were not now 5 standards. In fact, I was told by a competent authority in the pine trade that he doubted if there were in all of London 50 standards of pine that is for sale. There is quite a little criticism of the Government for allowing this greatly emphasized shortage of pine to occur, the judgment being that it should have brought forward more pine and less spruce; I have no doubt, therefore, that pine will have a prominent place in its shipping programme.

The Stocks Purchased Abroad

In writing at length upon the subject of Government purchases, and the effect of the same upon further buying, I must not be understood as suggesting that these purchases are out of proportion to the nation's needs. Quite the contrary is the fact. What I am pointing out is the immediate effect of the action. Statements which I get of the stocks in hand in Britain vary, but the consensus is that they are relatively very light—pine seriously so. Government purchased stocks, abroad, are reported to be:

Canadian spruce, about	250,000 standards
Canadian pine	30,000 standards
Scandinavian and Finland, about	150,000 standards

I am ignoring the recent B. C. purchase of 35,000 standards or more, as this is largely railway ties and timber). When it is remembered that Britain in normal times imports about 4,000,000,000 ft. of sawn timber (all woods) it will be seen what a return to such normal experience would mean in new timber purchases. (And this takes no account of the tremendous demand for ties and timber for deferred railway use). But while that is interesting speculation, it is altogether beyond the point of present interest which must center in the impediments that lie in the way, the chief one of which is the shipping problem. That in truth is the alpha and omega of the difficulties in the export timber trade, and unfortunately it is a factor so vast, so complex, so varied as to be quite formidable to even governmental control, and most difficult of appraisal as to its action and trend. The reasons for this are so well understood that any extended comment is gratuitous, but I should like to emphasize the fact that present freights are really paramount to Canadian f.o.b. costs, and being abnormal and due to privilege and unnatural and transitory causes, make all private timber importation very hazardous unless for a definitely arranged outlet.

The Retardment of High Freights

Therefore, this traffic must be limited to uses of absolute necessity for no regular peace time business, no matter how anxious to resume its old activities, can sanely make extended commitments. Freight rates at \$32 to \$37 per M as against pre-war rates of \$4.50 to \$6.00 per M must necessarily restrict and not develop trade. And so this situation stands an unwelcome taxgatherer at the gate, discouraging all who would enter and taxing inordinately all who do. But yet with the necessitous business now existing, if the housing programme takes quicker shape and effect than most people seem to expect, and a large attempt is made to satisfy railway needs, it is quite possible that rates will have little influence. Here again the Government enters as a guarantor, and ordinary precautions and conclusions lose application.

But it is unquestionably true that the trade is disappointed that rates have advanced rather than declined since armistice. I have sought information from all sources—governmental, shipping and importers as to when relief may come. Beliefs vary. Some say June or July—others the coming Fall, and still others scout very much improvement till next year. In the matter of space itself (independent of rates) the Government is most keen to release a larger proportion of its controlled tonnage, but here again foodstuffs are first neces-

sities and our more bulky product must wait for gradually increased allotment.

As an indication of the Government's earnestness to leave no stone unturned to bring relief, we have the present journey being made by Sir James Ball, the Timber Controller, and Mr. Montague Meyer, the Timber Buyer, to Canada, avowedly to get first hand information of stocks and to expedite shipping.

This errand perhaps chiefly has to do (so far as shipping is concerned) with their B. C. purchases. I was assured by both these gentlemen that it embraced Eastern Canada as well. In fact, Sir James was very emphatic in his belief in Canada's present opportunity to increase her timber trade here, but also that "Canadian lumbermen must do something to help the shipping situation." In this there is, of course, less "call to arms" for Ontario than the maritime provinces, but it brings into view a question of Canadian national policy.

The Necessity of Controlling Transportation

If we are to increase our exports and take a really new and prominent position in world commerce, we must have some means of controlling transportation as well as producing the wares. It seems incongruous to expect to successfully compete with Sweden and Norway, for instance, in so important an industry as their timber product, and look to them for a large proportion of bottoms to carry our goods. Indeed, there is evidence everywhere that Scandinavians are intent upon controlling this market, and now that the large Russian competition is to be definitely quiescent for some time, they are determined to both advantage themselves temporarily and also lay the foundation for future control. I get this in diplomatic circles as well as trade advices. In this programme freights play the large part just

of some intended houses, having an eye to any suggestions in relation to sizes of lumber we have in majority. This I consider a field to be followed closely until its measure is more definitely known, and I shall, therefore, give it careful attention.

The matter of box shooks, I have not lost sight of. I have spent some time in preliminary work, such as visiting some of the larger users, to see their stock and the governing conditions. Fortunately I was able to see Mr. Bennett, perhaps the largest shook importer here, and whom I had known before, just as he was starting on a trip to Canada.

I think Mr. Bennett's journey indicates and emphasizes a very general wish here to use our shooks. Here again we have the Scandinavians for competitors and they are skilful operators and most exact and efficient in their machine work and methods.

These do not turn upon any inherent manufacturing superiority, but up on greater care and exactness. The market here is quite beyond our capacity, but it is open to us with, I believe, preference, to such extent as we can come in and meet the before stated conditions of competition and price. I am hoping that I may develop information proving this to be a field worth careful cultivation by Ontario shook factories.

Much Depends on White Pine Prices

I regret to say that I have not as yet gone very far in my purpose to get in intimate touch with distributing and consuming timber factors, nor to project any comprehensive propaganda work. The first is entirely a matter of time and energy. The second so obviously depends upon a sound understanding of the general and detailed situation, that it must wait upon the progress of the first to a considerable extent. That I have this matter prominently in mind goes without saying. As definitely related to this subject, I wish to specifically point out from all I can gather, considered from the standpoint of its proper and generally understood consumptive sphere, white pine occupies the strongest position of any wood here. Its peculiar qualities are well appreciated, the market is bare of stock and (a matter of much importance) its price has not advanced in ratio to the other woods. Its position is generally considered to be the soundest and least liable to assault. It would be interesting to trace out for you some comparisons in price movements and differences, as confirming what I have stated. This I may do at some later time. In fact, price bears such a prominent part, at least in the introductory stage, in any extension of the use of white pine that a full understanding is vital to my efforts.

If I seem to give exceeding prominence to white pine, it is not that I am overlooking our other woods, but that white pine is featured on account of its prime importance.

This has run on to much greater length than I had any idea of when I started, but if you are wearied, please realize that this is due to a desire to recognize your interest, as stated at the beginning, and to acquaint you with the local atmosphere. That done, future communications will be largely statements of facts.

Returned Soldiers Take Forestry Positions

Lieut. H. C. Kinghorn, of Fredericton, N.B., has accepted a permanent position with the Crown Land Department. Mr. Kinghorn is a graduate of U.N.B. in Forestry, in 1911, and has had extensive experience with the Dominion Forest Service and B. C. Forest Service. Mr. Kinghorn resigned a very responsible position in the Forest Service of B. C. in May, 1916, to enlist in the 58th Battery Canadian Engineers. Only recently he returned from overseas.

Lieut. H. S. Laughlin, B.Sc.F., of Milltown, N.B., has taken a position with the Forestry Department. Mr. Laughlin graduated in 1914 from U.N.B., and joined the B. C. Forest Service, enlisting in November, 1915. Lieut. Laughlin was in charge of forestry work in District 5, Canadian Forestry Corps, France, and has been highly recommended by his superior officer overseas. Mr. Laughlin was married in England and his bride is with him in Fredericton. Both these men have been offered former positions in B.C., but prefer to work in their native province.

Capt. A. J. McIntyre, of Campbellton, an ex-locomotive engineer and machinist, who recently returned from overseas, has been appointed Inspector of Fire Protective Appliances on Locomotives for the Forestry Department of the Government. Mr. McIntyre's work is especially concerned with forest fire protection.

Pte. H. C. Lynn, also a returned soldier, has taken a position as assistant railway fire patrolman, from Campbellton to White's Brook, on the International branch of the C.N.R., in Restigouche.

Pte. James F. Lawney, of Waasis, N.B., is the second returned soldier having the necessary two years' experience in scaling logs, to apply for a forest ranger's position. Pte. J. E. Bourdages was the first returned man to apply who had the necessary two years' experience as a scaler.



White pine fence built two hundred years ago and still doing duty

at present. It is significant of our handicap, if merely a coincidence, that Canada suffers today in a disturbance of the accustomed differentials in ocean rates. In pre-war days rates from Canada were barely double those from lower Scandinavia. Today they are almost if not quite three times, and that means a lot on present freights.

I have referred to the "housing question." Having in mind the large requirements which this proposal carries for doors, sash, trim, flooring and general finishing lumber and the premier qualities of white pine for this use, I have sought information upon the scope and details of the undertaking and have had interviews with Sir James Carmichael, the Director of Housing. If there is to be any delay in "getting action" in this colossal proposition, it is not to be due to lack of earnestness on the part of the Government. The magnitude of the proposal and the vast arrangements and adjustments necessary to give it effect must make it slow moving. We can guess something of the situation from our relatively small housing programme at home, and we have no dearth of building materials, no really congested areas to re-construct, no "land question." 500,000 houses to be built "at once" and perhaps 200,000 per year for ten years or more! It staggers one even as it interests. I should like to write at length of my talk with Sir James, but I have already extended this so that I fear you will be wearied, and I am not yet done.

Merits of White Pine Recognized

Stated as briefly as possible:—

Houses are to be built after a general plan, but not duplicates; tastes and needs of each situation will be studied. Work will be let to local builders who will secure materials in regular channels.

Until proved unequal to the demand (?) all mill work or joinery work, to use the local term, will be done here, for manifest reasons.

The merits of white pine for this purpose are fully appreciated by the Department, and they regret that there is such a scarcity of the wood here. They are much interested in the question of shipping and have been in consultation with the Timber Controller regarding it. They have promised to give me details and specifications

Canadian Lumbermen Discuss Ocean Rates

Desirable to Revert Speedily to Pre-war Conditions—More Cargo Space and Better Facilities Required—Meeting British Timber Demands

The directors of the Canadian Lumbermen's Association held a meeting at the Windsor Hotel, Montreal, on May 21. Mr. W. Gerard Power presided, and the following were present: Messrs. A. MacLaurin, G. W. Grier, W. E. Bigwood, H. B. Poliwka, Walter C. Laidlaw, David Champoux, Jas. G. Cane, W. M. Ross, and Frank Hawkins (secretary).

The following report was presented:

The Railway Act has received very careful attention in its passage through the Special Committee of the House of Commons, and everything that we asked for has practically been included. Considerable doubt exists as to whether this Act will pass this session, and we would strongly urge this meeting to pass a resolution asking that the one or two contentious clauses which may prevent the passage of the bill, be eliminated, and all the other portion of the Act be passed. The whole railway operation of the country should not be held up by one town or city objecting to certain features of the Act, which may be regarded as of merely local application, particularly when this has nothing to do with the operation of railways.

The Stop Off Service

On April 10th your secretary attended a conference held in the Board of Trade rooms, Montreal, to discuss this question, and a memorandum for the railway companies was prepared, and forwarded to them, and a suggestion was made that if further discussion was required with the railways, that we would arrange to meet them. On May 16th, in Toronto, a meeting was held in the Canadian Manufacturers' Association Board room, when over twenty representatives of shippers and carriers were present. After a thorough discussion of the matter the railway companies agreed to withhold further action for a month or six weeks, and in the meantime would investigate the particulars put before them by shippers, and promised to communicate again with shipping interests before proceeding definitely in the matter.

The question of increases in export lumber rates has been the subject of investigation by Mr. W. S. Tilston, Transportation Manager, Board of Trade, Montreal. It is quite true that these rates have been very considerably increased. At the same time the export rates are lower than the domestic rates from the same points. There has evidently been a further lining up of the tariff, particularly as it affects export rates. Our understanding is that the export feature was not dealt with in the Order in Council authorizing the railway companies to increase freight rates by 15 per cent., with a maximum of 1c, and subsequently by an additional 25 per cent., with a maximum of 5c, because the report made by the Board of Railway Commissioners to the Government states clearly that so far as export rates were concerned these had been the subject of the order of the Board on a previous occasion, which means that it was the opinion of the Board that export rates should be lower than domestic rates.

Mr. J. G. Cane calls attention to the fact that from a number of shipping points in Quebec, and some in Ontario, there are no through special commodity rates to Ohio and Pennsylvania points, and that sixth class rates are charged. We understand also that all shipments from the Canadian Government roads to Long Island territory are subjected to excessive arbitraries.

London Exhibition of Woods

We have been asked to furnish samples of Canadian woods. One of our members has undertaken to furnish three kinds of western woods. Four specimens of each kind of wood are asked for: 8 ft. long, 1 in. thick, 10 in. wide, two of the boards to be of the best grade obtainable. One of each should be rough sawn, and one surfaced four sides; the other two boards should be of the grade of the average mill run or merchantable material, one of which should be rough, and one surfaced four sides. The list is as follows:

White spruce, white pine, hemlock, red pine, yellow birch, Douglas fir, western hemlock, western larch, paper birch, basswood, Jack pine, beech, aspen poplar, white ash, white elm, hard maple. The specimens should be shipped to the Forest Products Laboratories, McGill University, Montreal.

The Canadian Trade Commission

We have had a number of communications from the secretary, Mr. J. H. Wilkie. One of these refers to an inquiry for B. C. fir from

the export association, for railway ties. The other is a specification for lumber required by the various departments of the Egyptian government for shipment presumably to Alexandria, and the full detailed specification is in our possession. Perhaps in view of all the circumstances your Board may decide to take certain action which has been suggested, urging that the export lumber business of Canada should be allowed to revert to pre-war conditions, and not be subjected to this continued interference.

Ocean Freight Unsatisfactory

This matter is still in a very unsatisfactory condition, but we understand that on June 1st the British Government will only reserve 50 per cent of the tonnage instead of 70 per cent. as at the present time. In this connection it is interesting to note that the Cunard Co. has recently doubled its shares without increasing its capital; in other words they propose to capitalize the reserve fund to the extent of issuing to shareholders one new fully paid ordinary share for each ordinary share now held. Also the Cunard Co. has concluded an agreement with the Thomas & John Brocklebank Co. Ltd., whereby the ordinary shares of this company are transferred to the Cunard Co. This also transfers the Brocklebank interests in the Anchor Line, whose ordinary shares are owned by the Cunard Co. In other words, there is a community of interest in these three companies.

Housing Commission Requirements

Your secretary had a visit from a representative of the Housing Commission under the Dominion Government. They propose to construct 50,000 houses in Canada. Taking the lumber requirements as being 5000 feet per house, would mean that 250,000,000 feet of lumber would be available for this purpose. We were asked if we could give some sort of assurance that this quantity of lumber would be available for this purpose, and it was intimated that the Government might possibly lend its influence should additional capital be required in order to speed up production. We explained to Mr. Moon, the representative; that the number of logs would determine the size of the cut.

Australia Requires Flooring

On the 6th inst., we sent out to all our members copy of a cable received from the Department of Trade and Commerce, asking for a quotation for 60,000 four panel doors 1½ in. thick, 120,000 sashes 6 ft. x 2 ft. 10 in. x 1½ in.; 70 million superficial feet flooring tongued and grooved, dressed all sides, 1 in. x 4 in.; also a similar quantity of linings, tongued and grooved 4 in. x 1½ in. or ¾ in. The same requirements would be for the next four or five years. We have had a number of replies from our members indicating that they were interested in the flooring and linings.

With regard to railway legislation, Mr. Hawkins referred to the fact that parliament had passed the non-contentious clauses of the Railway Bill, leaving over the contentious clauses as to the Toronto and Niagara Power Company. It was only just that the Bill should be passed, and not held over as in the past three years. Under the Bill the Government Railways will be brought under the jurisdiction of the Railway Commissioners, which has not hitherto been the case. Another clause provided for the Commissioners to put in force emergency rates. A further clause placed the shippers in a more favorable position as to any proposed increase in rates.

It was stated that the bond feature of the credit arrangement of the Railway War Board had practically been dropped.

The Display of Empire Timbers

Mr. W. M. Stokes, of the Forest Products Laboratories of Canada, attended to support the request for specimens of Canadian woods to be shown at an exhibition of timber grown within the British Empire, to be held in London in October, under the auspices of the British Board of Trade. The letter sent to the Association pointed out that the shortage of lumber in England made it worth while to include a very large variety of species, grades, and sizes. It was desired that the whole of the Canadian industry should be fully represented consistent with its ability to export, so that all the ports from which a given species could be shipped should be mentioned in the catalogue.

The President stated there was no doubt the specimens could be secured.

The meeting discussed the question of securing the boards, and arranged with members to supply what was desired.

Mr. Stokes explained that although 10 in. was specified, this was not absolutely necessary; what was wanted was specimens of good merchantable lumber.

Narrower Widths and Thinner

In the course of further discussion, the President pointed out that it was necessary to educate the British merchants to use narrower sizes and thinner. They must take narrower widths and lower grades of white pine. He had discussed this question with Sir James Ball, who had urged that Canada should cultivate the export trade more freely. Mr. Power replied that the British people must be educated to take smaller widths, sizes and lengths, as the Canadian lumber was getting smaller.

Mr. Bigwood suggested that Mr. Manbert should be written to, telling him what was being done here, and asking him for information as to what is being done in Great Britain.

It was decided that members in the various provinces should be asked to prepare memoranda as to the lumber manufactured there, this information to be supplied to Mr. Stokes for use in connection with the exhibition.

Should Retain Laboratory Experts

The subject of the remuneration paid to officers of the Forests Products Laboratories, and the fact that the staff were losing some of the best men, owing to more attractive offers being received from commercial firms, was discussed.

The President said the government ought to pay sufficient salaries to keep the technical men of the Laboratories.

The Government is to be communicated with on the subject.

It was agreed to prepare a resolution asking the Government to pass the Railway Bill, eliminating, if necessary, the contentious clauses. The co-operation of the Canadian Manufacturers' Association and of Boards of Trade is to be sought with this end in view.

The secretary gave details of the conferences on the subject of stop-off. He pointed out that certain firms would be very seriously affected if they were bound to ship the lumber within 60 days of its receipt. This lumber took a long time to thoroughly dry and finish, and it was impossible to do this within the sixty days allowed.

The President agreed that this was a matter of importance to the entire trade, as the firms referred to took a large amount of lumber.

On the subject of excessive arbitraries in the Long Island territory, it was stated that there were no through rates from Canadian territory to the Long Island territory. The freight was to New York and then local rates were charged from that point.

The President said the result was that Canadian trade was shut out of the Long Island territory, as it was impossible to compete.

Reverting to Pre-war Conditions

Following a brief discussion, during which the appointment of an international board to settle rates was advocated, it was decided to leave the matter in the hands of the Transportation Committee. It was also suggested that the matter should be taken up with Canadian railways and with the Railway Commission.

The Canadian Trade Commission, in its relation to the export of lumber and the difficulty in securing sufficient tonnage, together with the high freight rates, were discussed. It was decided to write Mr. Wilkie, referring him to the resolution passed at the annual meeting at St. John, as to the desirability of reverting as soon as possible to pre-war conditions.

A number of inquiries have been made as to the cable from Australia, asking quotations on a door, sash, flooring, and linings order. Hon. A. K. MacLean will be written to asking as to the possibilities of securing tonnage.

As to the supply of lumber required for the Dominion Government housing scheme, it was pointed out that there would be no difficulty in securing sufficient supplies.

Votes of sympathy with the relatives of the late Mr. Geo. M. Mason, of Ottawa, and Mr. C. E. Dewey, of the Grand Trunk, were passed.

Conserving Canada's Spruce Supplies

William Little, of Westmount, Que., who is a well-known lumberman, devoting much attention to the conservation of the timber wealth of Canada, and the safeguarding of the wooded interests of the Dominion from the ravages of fire and other destructive agencies, writes an interesting and timely letter to the press, in which he says:

Under the misleading heading of "Not Disturbed Over U. S. Campaigns," was published recently one of the best articles that has appeared in the press for some time on the prudence of Canada conserving her spruce forests for the use and profits of our own people—a subject of such vast importance to Canada that it cannot be too persistently brought to the attention of the Canadian public.

Surely it is full time to think seriously on this subject when Mr.

Philip T. Dodge, of New York, president of the International Paper Company, a gentleman who is probably the best informed person in America on the subject of pulpwood reserves and the manufacture of newsprint for paper, publicly states that "the exhaustion of wood has practically put a stop to development of the newsprint paper industry of the United States, and that it is a lamentable fact that, apart from a few large tracts of spruce-wood in New England and New York, that have been carefully preserved by two large paper companies, there is not a stand of spruce east of the Rockies that would justify the erection of a 50-ton mill."

This being the case it behooves us in Canada to seriously consider the situation and insist on the conservation of our limited supply of spruce in the eastern provinces for the use and benefit of our own people—a question to which we have up to the present paid far too little heed, for Mr. Dodge tells us that "manufacturers must now look to Canada to the spruce forests of Ontario, Quebec, New Brunswick and Nova Scotia for the greater part of their pulpwood."

B. C. Shipments of Aeroplane Lumber

The staff of the department of aeronautical supplies of the Imperial Munitions Board recently tendered a complimentary dinner in Vancouver to Major Austin C. Taylor, the director, who in the course



Inspecting aeroplane spruce at Port Clements, Queen Charlotte Islands, B.C.

of remarks on airplane lumber production, mentioned the shipments from British Columbia of airplane spruce consisting of the following percentages of Great Britain's requirements of this material:

	Spruce (feet)	Percentage of Great Britain's Requirements
January	116,000	1.36
February	500,000	5.86
March	470,000	5.53
April	439,000	5.02
May	1,019,000	12
June	1,825,000	21.47
July	2,165,000	25.47
August	3,024,000	35.57
September	4,487,000	52.79
October	5,229,000	61.52
November	6,850,000	80

The October shipment, plus fir shipments, amounted to 74 per cent. of England's requirements. The November shipments, plus fir shipments, amounted to 97 per cent. of England's total requirements.

In addition to Mr. H. R. MacMillan, Mr. F. R. Pendleton, Mr. O. N. Scott, Mr. J. H. Greer, Mr. W. P. Morgan, Mr. L. R. Scott, and other department heads, the logging and lumbering industry was represented at this dinner by Mr. J. D. McCormick, Mr. Arthur Hendry, Mr. F. L. Buckley, Mr. E. C. Saunders, Mr. J. O. Cameron, Mr. Eric Hamber, Mr. R. I. H. Alexander, Mr. N. S. Loughheed, Mr. F. C. Riley, Mr. Henry Darling, and others, who, in conjunction with Mr. Grainger of the forestry department, all spoke in a most complimentary manner of the success achieved by Major Taylor's department in the production of airplane lumber.

Mr. W. B. W. Armstrong, representing the members of the staff of the aeronautical department, presented Major Taylor with a loving cup.

Higher Rates Asked on Lumber

A late despatch from Washington says:—Increases in rates on lumber and other forest products from Washington, Oregon, Idaho and Montana to Canadian destinations were asked recently in an application filed with the Interstate Commerce Commission by the Northern Pacific and Great Northern railroads.

Lively Conference on Trade Relations

Committee Report Presented to Wholesale Lumbermen will Come Up Again at Next Meeting—Manager of C. M. A. Looks for Increase in Freight Rates

The Wholesale Lumber Association, Inc., held their May meeting at the Ontario Club, Toronto, on May 16th. The meeting was exceptionally instructive on account of several visitors who attended and delivered short addresses, and also by reason of the presentation of a report by A. E. Gordon, chairman of the standing committee on Trade Relations.

There was also an interesting report presented by R. Halliday, chairman of the special committee, on the securing of railway freight tariff information, and a statement by A. E. Eckardt, chairman of the Transportation Committee, in regard to a conference which had been held between shippers and representatives of the Railways in connection with the proposal of the railways to increase their charge for stop-off service from 1c per hundred pounds and a minimum of \$5.00 per car to 2c per hundred and a minimum of \$8.00 per car.

The guests of the evening were J. E. Walsh, General Manager of the Canadian Manufacturers' Association, Toronto; Frank Hawkins, Secretary of the Canadian Lumbermen's Association, Ottawa, and R. J. Hutcheson, of the Muskoka Wood Manufacturing Company, Huntsville, Ont.

In the absence of Mr. A. E. Clark, chairman of the Association, Mr. A. E. Eckardt, Vice-Chairman, presided.

Functions of Wholesaler vs. Retailer

Mr. A. E. Gordon reported the result of a conference between the standing committee on trade relations and a similar committee representing the Ontario Retail Lumber Dealers' Association. The result of the conference had been a resolution agreed to by the Retail committee on behalf of the Retail Association, and which Mr. Gordon submitted to the Wholesale Association for discussion.

There was a general discussion of the details of this resolution, and it was finally decided that it would be advisable to call as full a meeting as possible of the Association in June for the purpose of giving the subject the thorough discussion that it requires. A motion was carried approving of the principles of the resolution and instructing the secretary to send a copy of it to all members and ask them to endeavor to attend the June session which will be held on Friday, June 13th, so that the matter may be disposed of.

It is the intention of the Directors to invite the members of the Retailers Committee on Trade Relations to be present at the June meeting, as their guests so that the matter may be gone into fully from every point of view.

Mr. Walsh Reviews Transportation Matters

Mr. J. E. Walsh, general manager of the Canadian Manufacturers' Association, Toronto, was accorded a hearty welcome and prefaced his remarks by reporting that the Canadian Manufacturers' Association had received an official report from the Canadian Railway War Board to the effect that the Board had decided to drop its proposed regulation for cancelling credit arrangements for freight charges and had decided to adopt regulations which had been drafted by Mr. Marshall of the Toronto Board of Trade and concurred in by the Canadian Manufacturers' Association. Referring to the clauses now before the House of Commons in connection with the Railway Act for the purpose of enlarging the powers of the Board of Railway Commissioners for Canada, Mr. Walsh stated that under the present Railway Act the Board has no power to act of its own motion to amend or disallow a tariff. The amendment proposed would give it this power, thus affording an opportunity for checking over the tariffs from time to time and so protecting the public.

Mr. Walsh then spoke at some length on the transportation situation in Canada which, he said, was very little different from that in the United States. The increased operating expenses, growing out of the higher wages paid to employees to put them on the same basis as the employees in the United States railways, had not been met by the increased freight rates which the Canadian roads had been permitted to charge. He would not be surprised if the railway companies should soon ask for a further substantial increase in freight rates. The railways in the United States had gone behind to such an extent during the past year that they had decided that public ownership was not the proper thing. The Director General of the United States Railroad Administration had made the statement a few days ago that the only solution of the problem was to turn the railways back to their original owners and that was going to be done at an early date.

In England, there had been no increase in freight rates during the war, but there had been substantial increases in passenger rates. It was now proposed that the freight rates in England should be increased 100 per cent. Mr. Walsh then considered the problem of government ownership of the railways in Canada, and dwelt upon the necessity for keeping their management out of politics.

Canada's Need of Merchant Marine

Mr. Walsh next referred to the shipping situation in connection with ocean transportation, which, he claimed, would soon improve considerably. After pointing out some of the difficulties which had prevailed during the war on account of the shortage of ocean tonnage, he drew attention to the fact that the United States was setting out on a plan for building 9,000,000 tons of ships, enough to carry one-half of their foreign trade. If Canada hoped to do any foreign trade we would have to build a sufficient merchant shipping tonnage to put ourselves in much the same position.

Mr. Walsh concluded with an interesting review of the remarkable growth of the Canadian Manufacturers' Association and an outline of some of its plans for future development.

Mr. Frank Hawkins of Ottawa, Secretary of the Canadian Lumbermen's Association, spoke briefly, referring to the probability that the amendments to the Railway Act would provide for bringing the government-owned railways under the jurisdiction of the Board of Railway Commissioners, and referring to other aspects of the railway situation which are being dealt with in the amendments to the Act. In conclusion, he expressed the hearty desire of the Canadian Lumbermen's Association to co-operate as fully as possible with the Wholesale Lumber Dealers' Association, Inc.

R. J. Hutcheson, of the Muskoka Wood Manufacturing Company, Huntsville, Ont., also addressed the gathering, expressing his pleasure at being present and his appreciation of the work that is being done by the Association.

The report of the special committee on securing information regarding railway freight tariffs, was presented by Mr. R. Halliday, who stated that the committee had held a meeting, and had taken steps which had resulted in arranging for securing information regarding the tariff changes proposed by the railway companies, and for securing indexes of the tariffs in force from the railway companies.

The chairman reported that the conference with representatives of the railway companies, which had been held in the afternoon to discuss the stop-off matter, had been adjourned, and that a further conference would probably be held in five or six weeks.

Votes of condolence were carried in connection with the deaths of Mr. C. E. Dewey, freight traffic manager of the G.T.R., and Geo. M. Mason, wholesale lumber dealer of Ottawa. The Secretary was instructed to send copies of the resolution to the bereaved families.

Many Canadians on Standing Committees

The standing committees of the National Wholesale Lumber Dealers' Association have been appointed for the coming year by the President, Horace F. Taylor of Buffalo, N.Y. W. G. Power, of the River Ouelle Pulp & Lumber Co., St. Pacome, Que., is a member of the Executive Committee. Duncan McLaren, of the Union Lumber Co., Toronto, is a member of the Board of Managers of Bureau of Information. W. T. Mason, of Mason, Gordon & Co., Montreal, P.Q., has been appointed to the Railroad and Transportation Committee, and C. W. Wilkinson, of the Union Lumber Co., Toronto, Ont., to the Terms of Sale Committee. Both Frank Brown, of the Davison Lumber Co., Ltd., Bridgewater, N.S., and Angus McLean of the Bathurst Lumber Co., Ltd., Bathurst, N.B., are on the Ocean Marine Committee; W. C. Laidlaw, of the R. Laidlaw Lumber Co., Toronto, on the Fire Insurance Committee; Daniel McLachlin of McLachlin Brothers, Ltd., Arnprior, Ont., on the Forestry Committee, and J. W. Smith of the Pembroke Lumber Co., Pembroke, Ont., on the Special Committee on Workmen's Compensation.

The Membership Committee of Ontario, Quebec, and Maritime Provinces is composed of Duncan McLaren, Chairman, Union Lumber Co., Toronto, William Blair, Blair & Rolland, Ltd., Montreal, Que.; D. H. McLennan, McLennan Lumber Co., Ltd., Montreal, Que.; G. C. Edwards, W. C. Edwards & Co., Ltd., Ottawa; A. J. Auger, Auger & Son, Quebec; A. E. Clark, Edward Clark & Sons, Toronto, Ont.; Angus McLean, Bathurst Lumber Co., Ltd., Bathurst, N.B.

Lumber Shows No Signs of Sagging in Price

Nothing to Warrant the Impression that Staple Building Commodities Will Come Down—One Firm Adopts Plan of Insuring the Customer

There is a general impression throughout the country that building materials are to drop in price—that a delay in building will mean a saving. This impression is the result of a general tendency to class the most important of building supplies—lumber—in with the war babies, such as food, clothing, iron, steel, drugs, etc., all of which have risen tremendously during the past four years on account of war demands. These commodities soared because the war opened up the world's market for them, but with the soldiers fast returning to peace time pursuits, it will be safe to assume that supply will soon catch up with demand and prices on these things will return to normal, says a writer in the Toronto "Star Weekly".

With lumber the situation is very different. In 1913, before the war, building materials were normal in price, and the demand was steady at prices giving a fair profit over cost of production. It was in the midst of the building season in 1914 that the war started, and as 60 per cent. of the building of the country is done on borrowed money, much building had to be abandoned, owing to the fact that the banks tightened up on loans. In 1915 hard times were our lot, the war boom not following until late in the fall of this year. During the following two years the demand for lumber was below normal, as the only building was for war factories or Government needs. While these projects created a good demand for certain grades of lumber, the total amount of business was less than normal, because the people did not wish to tie up large sums of money in such a precarious enterprise.

Lumber Remains Normal in Value

Late in the fall of 1917 lumber returned to a somewhat normal condition as regards price, in comparison with the year 1913. At the same time the price of other necessities was soaring very high, and the buying power of the dollar had dropped tremendously. Since 1917 the lumber manufacturers have turned their resources to turning out spruce for airplane construction, heavy timbers for airplane construction, heavy timbers for docks and ships and other lumber for ship-building. The small demand for ordinary lumber has been met from stocks previously on hand. Ordinarily, there is enough lumber in reserve in the mills—cut and seasoning—for about six months' normal supply. At the present time, owing to this policy of milling only for special purposes and filling all orders from the reserve, there is less than one month's supply of lumber in reserve in the country's mills.

The cost of running a lumber mill is much greater now than in the year 1913 with which we are making comparisons. Labor cost has increased 100 per cent. Machinery, transportation and equipment are other items which have increased in price proportionately. The mills necessarily must get more for their lumber, and there is going to be a big demand. Unlike the other supplies enumerated, lumber is not past the crest of demand. The war caused stagnation, not stimulation, in the building industry.

In 1914 America built only 7 per cent. of her quota; in 1915 and 1916, about 55 per cent.; in 1917 and 1918, only about 30 per cent. This country is over two years behind its normal building program. Instead of a slowing up, we are facing a vastly increased demand for building materials—and facing it without any reserve stocks.

The greatest building project ever contemplated is now being faced, in the rehabilitation of northern France and Belgium; and England, though not suffering from direct destruction is nearly four years behind in her building programme. Forced by the demand from labor for better housing, England plans to build a million houses. These countries are looking to Canada and the United States to furnish a large share of the lumber required.

Work of our Woodsmen Overseas

During the war there were no available ships for carrying lumber to these countries from America, and yet large quantities of lumber were required in England and France. To solve this question we sent overseas battalions of experienced woodmen to produce lumber from the forests of England and France. This plan necessarily used up the lumber these countries were saving for years ahead. Our men cut timbers which were reserved for 1923, 1924 and even 1925. Europe's lumber supply for six years went to win the war, therefore, it is little wonder they now turn to Canada and the United States to supply them.

Another interesting phase of the situation is that we in Canada and the United States are cutting our forests and milling the trees

into lumber twice as fast as the new timber grows, and experts on the subject point to the possibility that the present generation will see the last of cheap lumber on this continent.

Facing this situation it is practically impossible that any great decline will take place in prices of lumber. The increasing scarcity of lumber, combined with the world-wide demands which America must face, is enough to guarantee the maintenance of high prices.

In order to influence the situation and get a start made in the building industry, one Canadian lumber firm has adopted a novel plan of insuring the customer against any substantial decline in prices. In an open letter this firm states, "we purpose to give you insurance and propose to refund to the purchaser the full amount of the differences between the price paid us for his building material this spring and the new price next spring. You take no risk. If you put off building and prices go up, then you lose. If you put off building and prices do down you will save the difference, but you will not have had the building during the year 1919. Here is your alternative, if you build now and take advantage of our offer, you will have your house during the remainder of the present year, and if prices should go down you get the benefit of the lower prices just the same."

This policy of insuring the customers against loss seems to be a fair and straightforward way of meeting present conditions and furthering the efforts of the authorities to encourage building. It expresses the same opinion as that held by experts on the building situation throughout the country. It sets at rest the unwarranted presumption that staple building commodities will fall in price.

Some Data on British Housing Schemes

The tremendous uncertainty with regard to prices and costs, together with the labor troubles, have induced the Government to modify somewhat their scheme for financial assistance to the local authorities in the new house-building schemes, says "The Timber Trades Journal." The original proposals were that the Treasury should bear 75 per cent. of any eventual loss, and the local authorities the remaining 25 per cent.; but as even this latter proportion was an utterly unknown quantity, the Treasury have, in order to encourage the co-operation of local effort, agreed to guarantee that the loss shall not exceed a penny rate. This is something definite and should have a good effect. The Treasury can afford to take risks which a local body does not feel justified in assuming, and as the housing question has become of national importance in more ways than one, it is only right that the national finances should be mainly responsible. The President of the Local Government Board informs us that plans have been completed for 12,000 houses out of the 300,000; a small proportion, but it is comforting to know that a real start has been made, as unemployment in the building trade is very widespread. The full cost of the scheme will, in the first instance, be borne by the Treasury, and in the clearance of slum areas exactly similar financial assistance will be afforded. It is further announced that the local authorities will shortly be furnished with a list and description, with dimensions of the standardized articles which, with few exceptions, will have to be adopted in every scheme. Large quantities of standardized doors, window frames, and other fittings will be ordered. Financial assistance will also be given to public utility societies, and it is hoped that many employers and workmen will form such societies in order to hasten the progress of the work.

The national housing scheme submitted to the President of the Local Government Board by the National Housing and Town-Planning Council is a further practical step towards the solution of the present serious shortage of houses in London, Eng.

An outline has already appeared of the report upon the Local Government Board scheme to build 500,000 houses to replace the shortage in all large centres of population in Great Britain.

To what has already been stated may be added the conclusion and recommendations of the Committee which include the following:

Special precautions should be taken against the use of imperfectly seasoned wood and against dry-rot, in view of the extra risks which after-war conditions may entail.

Alternative sources of timber supply to those most commonly used are available, and economy might result if full and reliable information were accessible to architects and timber users generally.

How Retail Lumbermen See Trade Conditions

Rural Demands are Rapidly Increasing and Building Outlook Generally Regarded as Promising—No Reduction Looked for in Prices of Lumber

It is always interesting to learn the views of the other fellow. When one man in any line of trade meets another these days about the first matter spoken of is in respect to business conditions and the outlook, present and prospective. There is thus established a band of mutual interest and a profitable exchange of thought and experience.

In the last number of the "Canada Lumberman," several representative dealers in lumber and builders' supplies referred hopefully of the future and gave their opinion on the present prices of lumber, the amount of stock on hand, building activities, and how the public regard the present high price of materials, labor, etc. In this issue are presented numerous interviews, which will be read with much timely interest. They reveal, in spite of some disturbing factors, an encouraging and optimistic outlook in the majority of cases.

Sales Show Gratifying Gain

The William Shirton Co. of Dunnville, Ont., say: In comparison with the last three or four years the building situation in our section at the present time is quite satisfactory, our sales in lumber being nearly 100 per cent. more during the month of April, 1919, than during the same month in 1918. Our sales of shingles during the spring season far exceeded our anticipations, being about 400 per cent. more in April, 1919, than in April, 1918.

Approximately speaking 75 per cent. of our business is absorbed by the rural districts surrounding our town. We receive more inquiries for material contemplated being used in new buildings from our country customers than from our town customers. Comparatively few new buildings are being erected at the present time; the largest percentage of the stock we sell being used for repair work. We anticipate, however, a fairly good summer, judging from the number of inquiries that we are receiving for material. We also base our expectations on the fact that, during the last few years, building and repair work, to a large extent has been practically at a standstill, and consequently the people will soon be compelled to resume the necessary building and repairs.

In the earlier period of advancing prices we found, especially the farmer, quite inclined to suspend his building operations owing to soaring prices; but these advances gradually became more established, and as the value of farm products kept pace with, and in a great many cases overreached the price of the farmer's requirements, in proportion, we find our rural friends becoming more reconciled to this new schedule, which we point out to them, may hold firm indefinitely. Considering the prosperous condition which the rural population is enjoying at the present time—and which materially affects our towns and cities—we can see no hindrance to building and construction work being stimulated, and the former general prosperous conditions revived.

We are occasionally confronted with the statement from a prospective builder that the price of lumber is too high, and that he will wait until the prices lower. We are of the opinion that contemplating builders lay too much stress on the price of lumber when estimating the cost of building, and forget or overlook the fact that labor, plumbing and the various items that contribute to the erection of a house are the most expensive. The average house only requires about 10 M. or 12 M. ft. of lumber, and a fluctuation in price of \$5.00 or \$10.00 per M. would make no material difference in the cost of a building. We have a good stock of hemlock on hand, but have considerable difficulty in obtaining barn lumber and shingles.

Giving the above facts due consideration we conclude that the merchant and prospective builder are mutually benefited by the existing prosperous conditions, and we are optimistic in our outlook of the building situation.

Lowering of Prices is Impossible

James Sheppard & Son of Sorel, Que., relative to conditions in the lumber market gauge the situation as follows: We still find a disposition on the part of the public to withhold their support on new construction especially for renting purposes. We find, however, that our customers have gone into repairs extensively this spring and our trade in lumber has been all that we anticipated. We have noticed that the people employed during the war, as munition workers, are coming into the market for new dwellings. They are going into the matter very thoroughly, and are taking, as a rule, a very high-class finish for the interior of their houses. It looks to us as if these people

are coming out with some new ideas in the building lines, and are tired waiting for prices to come down. They seemingly have enjoyed high wages during the war, and are now beginning to spend some of their money on private dwellings.

The present condition of the labor market is very good, and the outlook does not seem dark at all. We do not expect as heavy a rush as during the war, because there are no more big individual orders, for munition plants, or extensions, or other industries of the same nature, but the new orders are more evenly divided or distributed, and cover a much larger field.

We do not expect to see lumber any cheaper than it is now, and cannot see how it could be lower. The margin of profit has necessarily got to be higher than a few years ago, and the cost of production is much higher than it was. There does not appear to be any alternative—either the present prices must be maintained, or the mills must close up. There would be no profit in operating a lumber mill, with lumber much cheaper than at present.

By way of observation, we may say, that we think the newspapers and magazines should publish articles showing how it is almost impossible for a wholesale lowering of prices in building materials to take place. People are always expecting conditions to return to the level of say, the prices of 1913. We consider that we are away from that, and that values are almost double of what they were then; wages are double what they were then, so no one is the worse off. There is plenty of work for everybody, and there is a great shortage of dwellings for workingmen.

We are going to enter into an advertising plan in the local papers, informing the public that we advise the present as the time for anyone to build, and telling them that the prices will not come down; that every one must adjust themselves to think in 1919 terms, and forget anything that happened in 1913. We are sure if this was done all over the Dominion the summer of 1920 would bring in very good results from such a campaign. We trust you will not think we have written too much. We have simply stated what we believe regarding local conditions, and also how we are of the opinion that additional business could be secured if there was a concentrated effort made along the lines suggested.

Favors "Owning Your Home" Campaign

J. O. Chalifour, of Quebec, reports the building trade is more active in Quebec this spring than in a long time, and a good season is expected. However, it is not likely to be as favorable as it was immediately before the war. Mr. Chalifour stated that they are now buying lumber at the same price as last year, although the dealers were first asked more for it. All have pretty good stocks on hand, at this juncture, and it is difficult to tell what quotations will prevail next fall. Some think that prices will come down a little if the demand is no greater than at present. The members of the Quebec Retail Lumber Dealers' Association are much pleased at the great improvement that the discontinuance of free delivery has meant to the members of the Association, and the success with which the movement has met is regarded as a guarantee that this improvement would work out satisfactorily in almost any town or city.

Mr. Chalifour believes that it would be a good idea for retail associations to get out several blotters emphasizing the idea of "owning a home first," or a "build now" campaign. If these were distributed by yard and builders supply men they would have a good effect in stimulating trade in certain centres.

Other Representative Opinions Expressed

D. G. Cooper, of Collingwood, Ont., remarks: There is very little new building being done here at present, owing, it is claimed, to the high cost of material. The cost of a house is so much that there is no chance to make anything on the investment. The opinion appears to be general that there will be no reductions in prices of wages and materials for this season. There is a fair amount of repairs being done, and quite a number of garages being built. Regarding the lumber situation, with the exception of shingles there is about the usual amount of stock on hand in this locality, and the present outlook is that business will be at least as good this year as last.

Henry Winter, of Ormstown, Que., reports that practically no new work is in progress and only necessary repairs are being made. He considers the cost too much for large undertakings to be proceed-

ed with at the present time. Lumber is scarce in that section, and there is little doing at the present time.

F. Richardson, of Ingersoll, Ont., says that a large amount of repair work has been in progress in that town. The John Morrow Co., Limited, have enlarged and reconstructed their factory and the buildings lately occupied by the Noxon Co. have been practically rebuilt for three factories, two of which are occupied. The local lumber yards are carrying large stocks, and do not anticipate any drop in prices for twelve months. Ingersoll is considering erecting fifty houses under the government housing scheme. Less building on the farms will be undertaken this season owing to high prices and the open winter, which was against construction.

The Ludlam-Ainslie Lumber Co., of Leamington, Ont., declare: In reference to the outlook of building operations we would say that they have seldom looked better. There seems to be no hanging back owing to the high cost of material. If this remains as it is now the proposed work will go on unless checked by labor conditions.

Stocks Normal—Outlook Promising

The P. G. Piggott Lumber Co. of Chatham, Ont., observe: The building trade is beginning to pick up in the section. Libby, McNeil

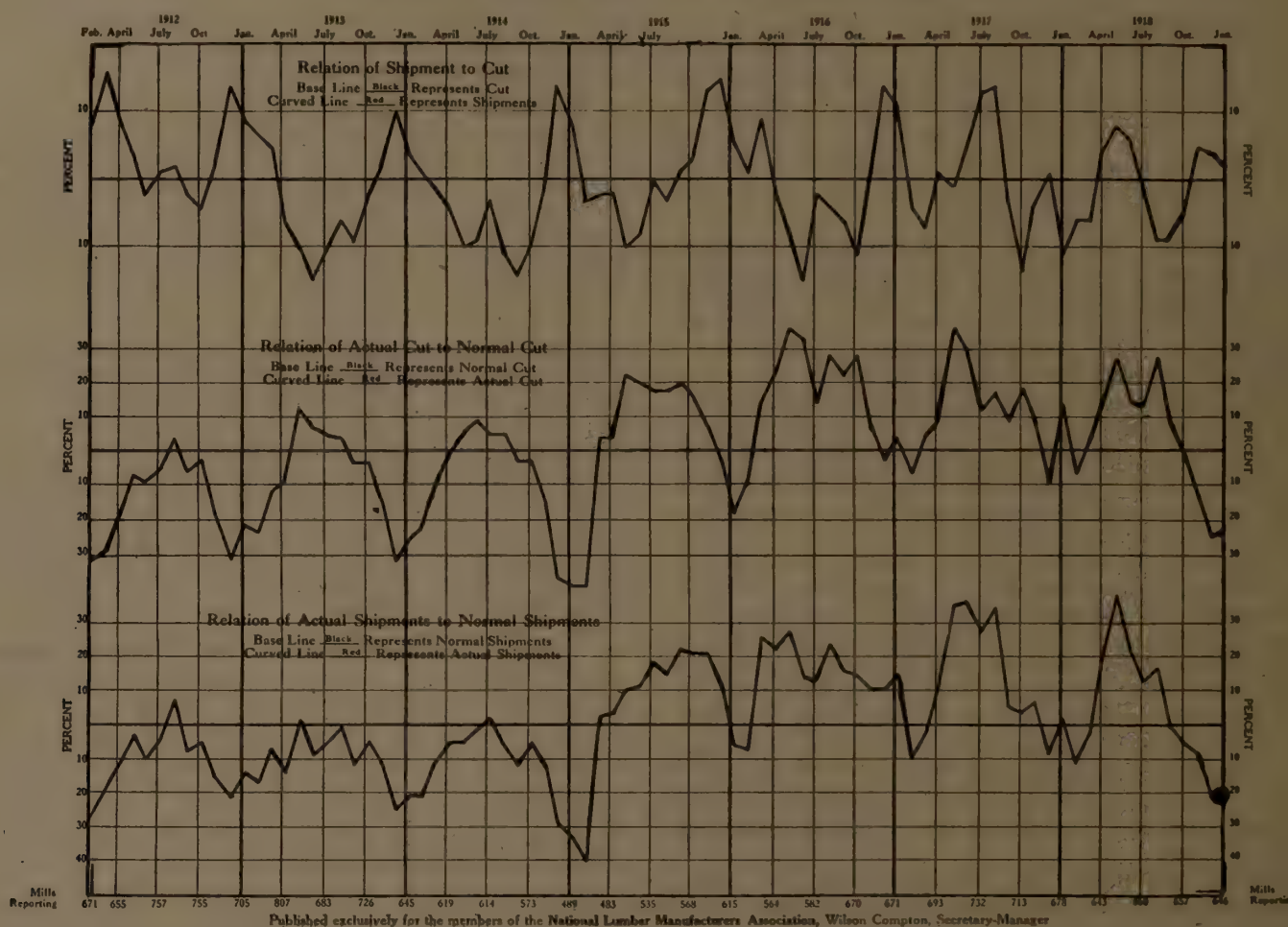
say about present values being maintained, but personally think that a drop or reaction may be looked for, both in building materials and in labor.

John Hastie, of Ormstown, Que., reports that there is very little new work going on in his vicinity and that most of the people are waiting with the expectation that material will drop in price. Stock on hand is rather lower in quantity than in any previous years, while prices are higher. The work undertaken at the present time consists mostly of repair and small extensions to present buildings.

W. A. Bown of Lennoxville, Que., says there is considerable new work going on in his vicinity and adds: "I think there are as many new houses being built as usual. There has been a certain disposition on the part of the public to hang back, owing to the high cost of material, but I believe they are beginning to feel confident that the prices will not be much lower in building material, especially lumber. Every small mill in the Eastern townships seems to be heavily stocked with certain kinds of common lumber. There are, however, quite large quantities of the same class being shipped in from British Columbia, which goes to show that the demand is quite equal to the supply. I cannot see myself any prospect of lower prices

RELATIVE LUMBER MOVEMENT 1912-1919

(In Terms of Average Production and Shipment per Mill)



& Libby of this city, are building a large addition; also the Board of Education are building a large addition to McKeough School, and with what houses are going up it is making the lumbermen and the planing mills busy. We find that the public have been hanging back owing to the high cost of material, thinking that the prices might go down in a short time. They have been waiting for three years and are now beginning to realize prices will not drop and are starting their improvements. Our stocks are about normal and the outlook is very promising.

Davis & Doty, of Oakville, Ont., say: Building operations here are not developing very rapidly this spring, owing partly to the unfavorable weather conditions, but principally due to the high cost of material and labor. However, there is the usual amount of repairing and some new work under way. Real estate is quite active, which will mean more building in the near future, and we think we can reasonably expect an average year's business.

Ewing & Cross, of Sherbrooke, Que., assert that they believe there are some buildings being held up on account of the high cost of labor and material. Only a few houses are going up in that vicinity, and there is not much general building. There is very little available stock of lumber in sight except that which is held by one or two large concerns. Most of the lumber in the Sherbrooke district has been cut off and shipped out. The firm state that they do not know what to

do in lumber for some time to come. The demand for lumber for industrial purposes, machine shops, mining, etc., is much below normal.

Arthur Kent, of Granby, Que., says: There is not a large amount of building under construction here. I am building an extension to the Miner Rubber Co.'s plant that will amount to about \$40,000 to \$50,000, and also remodelling a dwelling house. There is a warehouse being built here that likely will cost \$10,000, and about ten dwellings at present going up. There have been quite a few changes in property at an advance over last year of 25 per cent., and there is a disposition to wait for better prices in material. In regard to the lumber situation there was a fair cut through the townships, but prices have advanced in many lines. The tendency of mills is to hold their lumber if they do not get their price.

D. J. McEachern & Son, of Alvinston, Ont., observe: There is not very much new work going on this year, but a lot of repair work and smaller buildings. Most people seem to be hanging back, because material is so high in price, expecting it to come down in a couple of years. We have a good stock in both our yards and seem to be selling quite a lot, but all in small quantities—no big jobs at all. We think that present values will stay for some time, and as soon as people see that they are going to continue they will be more contented and cooler. Then they will begin to build as they have been hanging off for a long time and need the new buildings.

What Vast Spruce Forests Mean to Quebec

An Intelligent Classification of all Crown Lands is Necessary for Provinces to Maintain its Premier Position in Pulp and Paper Industry

Writing upon Quebec forests and industries, and particularly the manufacture of pulp and paper, which is wholly dependent on a supply of coniferous woods, such as spruce, Edward Beck, of Montreal, points out some pertinent and timely facts. He says:

Up to within a few years our pulp wood resources were commonly talked of as being illimitable. It was also taken for granted that nature, unaided, replenished the forests as fast as the trees were cut down. Both of these contentions are now known to be erroneous, and there is the best authority for asserting that our pulp wood forests will be practically exhausted in a quarter of a century or less at the present rate of consumption, unless adequate steps are taken to perpetuate them.

The Government of Quebec, the most progressive in the Dominion in the development and conservation of its natural resources, has already done a great deal to build up the industries dependent upon our forests for their raw material, particularly in respect to an intelligent handling of the waterpowers, to fire protection and to the enforcement of proper regulations covering the handling of timber limits and the governing of settlers. A good start has also been made in practical forestry, the nurseries at Berthierville being second to none in the country. Sir Lomer Gouin and the Hon. Jules Allard, minister of lands and forests, and their predecessors are entitled to very great credit for what has already been accomplished. But more remains to be done.

Classification of Crown Lands

The first thing essential, if this province is to maintain its premier position in the pulp and paper industry, is an intelligent classification of all crown lands to distinguish between those suitable for cultivation and those that are not. Frequently, in the past, settlers' rights have been granted to applicants whose only use of them has been to slaughter the trees, and then abandon the land. The line should be drawn tight against the mere timber robbers. Even bona fide settlers should in their own interest, as well as that of the state, be obliged to reserve 10 to 15 acres of their grants for wood lots. (Ordinary firewood sold throughout the province last winter for from \$10 to \$15 a cord).

But the all-essential thing is to provide the means for reforestation on a scale extensive enough to take care of future demands. This can only be done by co-operation between the Government and the limit-holders. It costs from \$10,000 to \$15,000 to plant 1,000,000 trees covering, say, a square mile of land, and, when planted, many years must elapse before there is any prospect of return. Experts say that a yield of from 4 to 6 cords an acre may reasonably be counted on after forty years' growth, eliminating from the calculation any losses by fires, fungi or insect pests, such as that you describe, meanwhile. On such a long term investment at 6 per cent. rate of return would be altogether impracticable and even 4 per cent. rate would offer difficulties. Consequently the enterprise is hardly one upon which private capital can be expected to embark unaided. The Government of Quebec is now receiving in license fees and stumpage dues from \$1,600,000 to \$1,800,000 a year. One-third of this amount, it has been estimated, if devoted to scientific forest propagation, would be sufficient to ensure a perpetual supply of pulpwood, and would, in the long run, add to the Government's return.

Several of the Quebec companies, more particularly the Laurentide and Riordon companies, are now engaged in extensive replanting operations of their own, applied, of course, to freehold lands. It is for the Government, however, to undertake the replenishment of the crown lands, the undertaking being too hazardous, too costly and too uncertain for private capital.

Time to Waken Up Nationally

It is none too soon to take up this subject with the utmost seriousness. "Forests, in Canada, or elsewhere, are not a constant quantity, as is an undeveloped silver mine," writes Mr. Robson Black, secretary of the Dominion Forestry Association, in a pamphlet on "Canada's Forests as an Imperial Asset." "To withhold them from commercial use doubly defeats the aims of the conservator for an unused forest wastes its mature stock and handicaps its growth. A forest is a living organism, a massed battalion in Nature, demanding special discipline and subject to unique laws wholly apart from the aesthetic programme of the arborist. The ruinous consequences of our neglect of all such technical necessities of a living timber land, and an insensibility to the amazing inroads of forest fires, have taken a very drastic toll from coast to coast of Canada. Although Canada has had a united national government for more than fifty years, and provincial ad-

ministration in Eastern Canada for a great deal longer, Ontario and Quebec and New Brunswick are not yet aware, except in approximate fashion, how much timber they own, how much has been lost, the areas and location of barren lands, and such other matters of inventory as obtain in any well-ordered business house. This condition is in the way of being remedied by surveys projected or in actual progress. Nothing, of course, would have forced a state examination of the forest conditions—so drowsy had we grown on the lotus of the 'inexhaustible'—had not commercial operators suddenly been awakened to a dangerous set of circumstances. For example, the 'drives' between the timber limits and the mill have been growing disturbingly long. Most of the logs coming to the great paper mills near Ottawa require at least two years to travel from the forests to the 'grinders,' with about ten per cent. loss through sinking. Then, too, the old-fashioned bushman's boast that a Canadian forest can be cut over every thirty years for pulpwood, producing a like quantity at each cutting, has been exposed as a piece of moonshine. In at least the St. Maurice Valley of Quebec, now under careful investigation by the Commission of Conservation, spruce trees will not grow to legal size for cutting much under 175 years. The latter takes account only of an unregulated forest and is not applicable, necessarily, to what might be one under silvicultural treatment. One need only have compared the huge logs in the drives of Eastern Canada of thirty years ago to the diminished specimens floating by to-day to realize the absurdity of the 'every thirty years' theory. Forests take a great deal longer to reconstitute their timber values after cutting than most observers seem to think."

Quebec's vital interest in the perpetuation of the pulp and paper industry may be gathered by a consideration of the fact that there are now twenty-nine establishments in this province producing pulp and paper, including eight paper mills, ten pulp mills and eleven combined pulp and paper mills. The total capital invested in 1917 was \$82,842,157. In that year this province produced 393,153 tons of paper, valued at \$27,668,373, and 779,539 tons of pulp, valued at \$15,450,560, a total of \$43,098,933. The industry employs 10,084 persons, not counting almost twice as many employed in the woods during the cutting, and pays out in salaries and wages over \$8,000,000 a year.

Quebec cannot afford to let this industry deteriorate through failure to pay proper attention to the future of its raw materials.

Constructing Fire "Breaks" in the North

A. P. Ebert, of Toronto, has the following to say in regard to preventing forest fires in Northern Ontario:

I was interested in an interview appearing recently in your paper with A. R. Lawrence, in which he gave his views of measures that in his opinion would improve the means of preventing losses by forest fires in New Ontario.

About a year ago I placed the following suggestions before the honorable minister of that department, but further than to acknowledge receipt thereof, I do not know if it has been considered.

I have had extensive experience in fighting forest fires, and have learned that when a fire once gets under way, in a very dry time, that men are helpless to stop it, unless they can take advantage of some cleared space, or river where they can start fires (without having them run the wrong way) and burn towards the great fire.

To this end it would be advisable to survey the country into fire zones, taking advantage (as far as practicable) of natural breaks, rivers, lakes and clearings, and where this could not be done, clearing a roadway of all matter that would catch or hold fire, and if any muskeg was encountered, dig through it to sand or clay.

These fire breaks should run as near as practicable north and south, and east and west, dividing the country into blocks, so that when fire got a start in a block it could be confined to that block.

This looks like a very big contract, but is not as formidable as might at first appear, and of necessity the work would be stretched over a number of years, using the men who have to be kept there to do the work; making the blocks large at first, and subdividing later.

As far as the men now employed go, there is being done a good work in looking after incipient fires, but when a real dry time comes, there is almost sure to be a general conflagration, with loss of life, and millions of dollars worth of property. This could be avoided if the means I advocate are adapted, and at a comparatively small cost, as all merchantable material could be marketed, which would go a long way to cover the cost.

Enlisting Interest in Timber Protection

New Brunswick Administration Shows How All Can Help in Safeguarding Forests of Province

Hon. Dr. Smith, Minister of Lands and Mines for New Brunswick, believes in an appeal to the common people in the interest of any good cause. He enlists their sympathy, support and co-operation, and recently issued a letter on behalf of Forestry work, which has been widely distributed, and is addressed to "Mr. Citizen of New Brunswick." It reads as follows:

The object of this letter is to bring to your attention some of the more important points of the Forest Fire Law, and to enlist your co-operation on behalf of fire protection.

Burning Permits: The close season in respect to fires is now April 15th to October 15th. During the close season a burning permit must be obtained from a Forest Ranger before setting out any fire for land-clearing, brush-burning, etc., within half a mile of the forest. Experience has shown that in the timbered countries undergoing settlement, the permit regulation is the only means of ensuring adequate fire protection both to the settler and to the forests. This regulation, in one form or another, is in force to-day in every section of Canada where fire protection is successful.

It is our desire to place the least possible restriction on your land-clearing work. Each Forest Ranger and Fire Warden has been instructed to see that all are visited as often as possible, so that fire permits can be obtained without difficulty or delay.

We ask you to do your burning in the early and late parts of the season, when weather conditions are safe, and to use every reasonable precaution to prevent your fires from escaping control and causing forest fires. It is especially important that all slashes near railroads, public roads, etc., be disposed of, because they are particularly liable to be set on fire.

Rules for Slash-Burning:

The following rules are recommended for guidance in burning slashes:

1. Burn in the early spring and fall, preferably when the slash is dry but the soil damp. When the soil is very dry a fire will destroy the humus or vegetable matter which enriches the top layer of the soil, and also is much more difficult to handle.
2. If possible, have one or more neighbors assist in the burning so that the fire may be kept under control at all times.
3. Always make a light fire-break around the slash by throwing any brush or litter in for 50 feet, especially on the side adjacent to timber. This will help to confine the fire and let you get around it quickly should it start to spread.
4. If the slash adjoins timber, burn it if possible when there is a light breeze blowing away from the timber, and start the fire first on the leeward side. If the slash is on a side-hill, start the fires first on the upper side, and burn down-hill. When a good guard has been burned along the top, fires may be set at the foot of the slope and allowed to burn up.
5. If conditions are at all dangerous, never start a fire in the morning. The best time to start burning is after 5 o'clock in the afternoon of a calm day. The slash is then dry and burns readily, there is little danger of wind, and the fire burns out during the night, when it is at least apt to escape.
6. Keep close watch on the area until all fires are completely out.

Co-operation in Fire-Fighting:

A forest fire is a menace both to private and public property, and often to life. From the standpoint of good citizenship alone, every able-bodied citizen should in every way possible try to prevent fires, and be ready and willing to assist in putting them out.

Land-owners are required by law to do their utmost to prevent the spread of any fire (no matter how caused, even if set under permit) burning on their own property, and must place themselves and their employees at the disposal of the Forest Ranger for the purpose of fighting such fires. The "Forest Fires Act" states that such fire-fighting must be done at the expense of the land-owner, and if he fails to take action he is required to pay any expenses incurred by his neighbors, or by the Government in fighting the fire.

Thus every person in the Province has a direct interest in the prompt and effective suppression of all forest fires. With the great forest area to be protected, Forest Rangers can only protect the timber resources of the Province by having the willing assistance and hearty co-operation of every citizen. Your help in this matter is earnestly requested. All you are asked to do is this: First of all, put out promptly any fires which may start on your own property. Next, watch for fires on your neighbor's land, and if one is discovered, warn him and help in extinguishing it. Lastly, if you discover a fire on Crown Lands, or if a fire threatens to spread to Crown Lands, notify the Forest Ranger if you cannot yourself readily extinguish it. If you yourself extinguish a fire, please report your action to the

Forest Ranger. If you fail to locate the fire warden, telephone the Forest Service Office, Fredericton.

Why fire protection is necessary: The greatest aid to agriculture and to settlement in New Brunswick is a flourishing and prosperous lumber industry. This industry contains a great deal of invested capital and in ordinary times pays an immense sum in wages. Out of every dollar spent in logging and manufacturing lumber a large part goes directly to the community to employ labor and buy supplies and transportation. The annual revenue from the forests forms more than one-third of the total ordinary revenue of the Government. It helps to build roads, schools and all kinds of public works. It keeps the taxes down. The continuance and increase of this revenue is directly dependent on the prosperity of the lumber industry.

Fire protection is necessary to ensure a permanent supply of raw material for the lumber industry. It is necessary to preserve the mature timber for cutting now and in the future. It is equally necessary to protect the second growth to provide saw-timber for the most distant future, when the demand will be much greater than at present. It takes from 50 to 100 years for a second crop of timber to grow after a fire. If repeated fires occur, the young growth is destroyed, the soil injured, and the timber crop is delayed indefinitely.

Nearly all the Crown Land timber is held in partnership with the public, under leases and licenses. You, as a citizen, are therefore one of the shareholders in the forest resources of the Province. You are urged to be careful with fire in the woods, and to give every assistance in your power toward the prevention and suppression of forest fires.

B. C. Telegraph Poles for France

Negotiations are now in progress between the French Government and British Columbia for the supply of 1,200,000 telegraph poles, according to advices from London, Eng.

The agent general for British Columbia, when asked about the lumber possibilities in Europe, said that there were plenty of openings if the shipping difficulty could be solved. If the British Government had only made up its mind a little earlier to use warships to assist in the repatriation of Canadian troops, the tonnage saved would have gone a long way to helping out the timber shortage in the U. K. It was further suggested that Canada might assist the Government of the Old Country to carry out its house building campaign by shipping over mill-cut houses. These could be consigned five hundred at a time, and would make a splendid substitute for bricks and mortar, while giving plenty of employment during their erection.

There is, however, unfortunately, a prejudice amongst the local and municipal authorities in England against the erection of wooden houses, and this valuable suggestion has not yet been definitely taken up by the Government.

Meanwhile it is reported that the Scandinavians are to try the experiment of floating timber across the North Sea.

Shorter Hours for Mill Workers

All the lumber mills in the Fredericton, N.B., district are now operating on a nine-hour day. The Fraser Companies, Limited, have announced that the request of their employees at Victoria Mills for a nine-hour day had been acceded to.

Mr. W. D. Gunter, proprietor of the Babbitt Mill at North Devon, stated that he had granted his men a nine-hour day without waiting for a request to be made and that the new schedule had gone into effect. In all cases the same wages are being paid for nine hours as had been paid for ten hours. It is said that lumber prices will be increased ten per cent.

Forest Service Builds First Ranger Cabin

Work will start in a few days on a Ranger Cabin and fire-fighting tool store house on the headwaters of the North Branch of the South West Miramichi River near Jupiter Station, N.B., on the Trans-continental Railway.

The cabin is being built by the Rangers and Game-Wardens themselves, Ranger Bradbury being in charge. Canoes and emergency fire fighting tools will be stored here for the use of fire-wardens. This is a very important point as many hunting and fishing parties enter the woods from this locality and it forms part of vast areas of forest lands. The site for the cabin is being provided by the New Brunswick Railway Co. Arrangements are being made to connect the cabin by telephone with the New Brunswick Telephone Co.'s line for use in case of fire.

This is the start of a programme of construction of telephone lines, look-outs, cabins and fire fighting tools caches adopted by the Forestry Advisory Commission at their last meeting. A large number of lumbermen will co-operate in this important work to increase fire protection.

Growing Activities of Bathurst Lumber Co.

How Busy New Brunswick Concern Operates Modern Saw Mills and has Developed Extensive Pulp Interests—Ten Years of Continuous Expansion

One of the most progressive and rapidly developing industries in its line in New Brunswick is the Bathurst Lumber Company, Limited, of Bathurst, N.B. Through its busy saw mills, active pulp and paper division and logging operations the organization has done much during the past ten years toward the growth and stability of Bathurst and placing this thriving centre on the map. Bathurst is an enterprising industrial community of over four thousand people, located on the Bathurst Harbor and the Canadian National Railways and is the county seat of Gloucester.

Two up-to-date plants are operated in the lumbering arena, the mill in West Bathurst having a normal cutting capacity of 150,000 feet a day, while there is in connection an admirably equipped planing and two lath mills. Sawmill No. 2 is located in East Bathurst and has an output of some 75,000 feet of lumber a day, as well as a shingle department operating ten machines. The timber cut is principally spruce, with the exception of about fifteen per cent. of white pine and a large export trade in two and three inch deals has been built up. During the last two years of the war this trade was much interfered with, but an outlet was found in the United States and other markets and the plants were kept busy although, of course, pro-



Logging on the Petagauche River near Bathurst, N.B.

duction was not as large as before the outbreak of hostilities in Europe. Now that peace once more reigns the company are looking forward to a resumption of export business on a larger scale than ever as soon as adequate ocean tonnage is provided. The company owns extensive limits comprising some 1,600 square miles in all.

The Large Pulp Department

About four years ago the pulp and paper division was established and this department has formed an important factor in the upbuild and expansion of the firm, giving steady employment to some five hundred persons. The installations are of the most modern type and some conception of the extensive character of the undertaking can be gleaned from the cut of the mills appearing in this article. The output is one hundred tons daily, fifty of unbleached sulphite pulp and the same quantity of sulphate pulp, the latter being used for the making of kraft wrapping paper, which is noted for its strength, texture and durability. Owing to the possession of splendid pulp wood resources Canada is bound to become one of the greatest, if not the greatest, pulp and paper producing lands under the sun, and no branch of Canadian activity is developing more rapidly. The Bathurst Lumber Co. are adding some fourteen new dryers to their sulphite drying machine and also twelve hand barkers which will increase the daily output of sulphite pulp to sixty tons, ten more than at present. There will also be an added production in sulphate pulp by a similar amount, as the concrete liquor storage tanks are being augmented in capacity. A new fuel economizer has just been completed.

The Bathurst Lumber Co. began operations in 1907, in Bathurst village, having acquired the property of the Sumner Lumber Co. Under the new control the old saw mill was in operation only a year when it was wiped out one night by fire. The present modern plant was erected in 1908. The building is of concrete and steel construction, the first floor down being entirely concrete. The mill is equip-



Saw Mill No. 1, located in West Bathurst

ped with two 8 ft. band saws, two vertical resaws, two edgers, and the usual complement of smaller installations.

Later, the saw mill of the Nepisiguit Lumber Co. was acquired and the plant completely remodelled. This is known as mill No. 2. There is a band saw, a band resaw, a double edger, two lath bolters, and mills and ten Dunbar shingle machines. Both mills are electrically lighted and possess fine yard accommodation. Shipping is carried on from the plants by rail and water.

During the winter the company operate their own camps and the logs are floated down the Telagouche, Nepisiguit and other rivers. The company have erected a large number of model cottages for their employees, modern in appointments and attractive in layout. Though the pulp market has been quiet for some time it is confi-



Saw Mill No. 2—the Nepisiguit plant

dently expected that the demand will reassert itself in the near future and the output of the pulp department will be disposed of without difficulty. In the meantime, prices are holding firm.

Busy Career in Lumber Arena

The Vice President and General Manager of the Bathurst Lumber Co. is Angus McLean, who is an active factor in the Canadian Lumbermen's Association and the Canadian Pulp and Paper Association as well as the Eastern Spruce Manufacturers' Association. Born in Thurso, Quebec, he took kindly to the woods and the open air



The sulphite and sulphate pulp mills of the Bathurst Lumber Co., Ltd., Bathurst, N.B. Total daily output 120 tons

early in life, and when fourteen years old, he made his first trip to Montreal with his father on a raft. This was in the spring of 1874, and since that date Mr. McLean has been engaged continuously in the timber and lumber business. His father, Donald McLean, was a well known timber man and was in the square timber trade for many years, getting out square and flatted pine and cedar in the winter and floating the rafts down the Ottawa river to Lachine and Montreal in the spring and summer. Angus McLean secured his first job with James McLaren & Co., of Buckingham, Que., in 1879, as a shipper of lumber, and soon after entered the office of J. A. Cameron & Co., North Nation Mills, Que., with whom he remained a number of years. He then took a position with W. C. Edwards & Co. at their Rockland plant on the Ontario side of the Ottawa river, which mill has been established fifty-one years. There, in the capacity of accountant, Mr. McLean remained until 1895, when he went to Buffalo, N.Y., and in association with his brother, Hugh McLean, was engaged in business under the firm name of Hugh McLean & Co. He returned to Canada ten years ago to become General Manager of the Bathurst Lumber Co., Limited. Mr. McLean holds a number of important offices, being President of the Hugh McLean Lumber Co., of Buffalo, Vice President of the Haines Lumber Co. of North Tonawanda, N.Y., and Vice President of the Wood Mosaic Co. of New Albany, Indiana, as well as Vice Chairman of the Eastern Spruce Manufacturers Section of the Canadian Lumbermen's Association.

He has two sons, A. E. McLean, who has spent several years in the business, and is now the manager of the pulp and paper division, and Hugh McLean, who spent some years overseas during the war with the 12th Canadian Siege Battery.

Gunner McLean enlisted in September, 1917, and sailed for England in December of the same year. In March, 1918, he landed in France and was in the fray until the armistice was signed. He went through the severe fighting at Cambrai, where the Canadians suffered such heavy loss, and had just reached Mons when the war terminated. Gunner McLean returned home recently and was given a cordial welcome.

Treating Timbers to Preservative Baths

In order to preserve timbers and boards used in industrial building, a system of treating them on the site has been provided. In this system pressure is not used to force the creosote into the wood. Open tanks are employed in which a bath of oil is maintained at a temperature between 150 degrees and 200 degrees F. The timbers are immersed in the oil and then transferred to a second oil bath in which the temperature is not over 100 degrees F. The cooling action of the second bath acts by condensation of the heated air and moisture to assist in causing the atmospheric pressure and capillary attraction to drive the oil into the wood. The periods of immersion in each bath depend upon the thickness and the grain of the wood, the time varying from one hour to 15 minutes per inch of thickness. A second form of treatment consists in spraying the wood or applying the oil with a brush or mop. The process is particularly valuable in buildings in which a high degree of humidity is maintained. The roof timbers of such buildings if untreated are liable to decay in a period of a few years. Treated roof timbers have been found to be in good condition after nine years of service.



Angus McLean, Bathurst, N.B.
Vice-president and general manager
of the company



Gunner Hugh McLean, Bathurst,
N.B., who recently returned from
service overseas



A. E. McLean, Bathurst, N.B.,
Manager of the pulp and paper
division

Demountable Ship Scheme is Feasible

Sir James Ball Assured by Naval Authorities that the Plan Will Work Out Well

Orders have been placed for twenty million feet of lumber to be shipped from British Columbia to England via the Panama Canal, in demountable ships. The announcement was made recently by Sir James Ball, British timber controller, speaking at the luncheon tendered at the Hotel Vancouver, Vancouver, by the B. C. Lumbermen's Association, at which Premier Oliver and Hon. T. D. Pattullo were also present.

Sir James assured his audience that he had been told by naval authorities that the scheme for the demountable ships was feasible and he had given the originators their opportunity by placing the order for four ships which will average five million feet of lumber each. There has been considerable criticism of these ships, said Sir James, but the originators of the scheme had every faith in them. The lumber had, therefore, been ordered by him to be paid for on delivery in London or Liverpool. These ships have a considerable way to go, he said, but it is a thing worth trying.

In addition to this order, states Sir James, we have placed a small experiment order amounting to about two million ft. This order, said Sir James, he hoped would lead to the opening up of a new and considerable business between British Columbia producers and the English market.

Premier Oliver in extending a welcome to Sir James Ball and Mr. Montague Meyer said that in days when the Empire called for persons to defend her, British Columbia sent between 50,000 and 60,000 of her best citizens. These men had come in large numbers from the lumber woods and mills of the province. Now that the warfare in Europe was over, we are facing a period of commercial warfare in which British Columbia must play no less splendid a part. He was glad of the opportunity of saying to the lumber men and producers of British Columbia what had been said by Sir George Foster in London a few days ago. Canada must produce and sell in the markets of the world or perish. We have arrived at a time of rebuilding when very large quantities of timber will be required. We have immense quantities of timber in this province, but it is up to the lumbermen of the province to make it available. The premier said that when he read, a short time ago, that the B. C. mills had been forced to decline large orders for lumber, he had felt the keenest regrets at this loss of an opportunity. Sir James Ball, said Mr. Oliver, is a business man, the lumbermen of this province are business men and they ought to be able to get together. When the call came for aeroplane spruce, every acre of this province that produced this wood was thrown open for the purpose of securing the vital necessity of warfare, and now we must do the same thing to produce the lumber to provide for the markets which are opening before us in Europe.

The Demand for Douglas Fir in Britain

That the British Government is determined to help forward the Dominion in every possible way and foster inter-Imperial trade is evidenced by the big timber contract which it has just placed with the Associated Mills of British Columbia, says "Imperialist" in the London, Eng., "Financier".

When I called upon Mr. F. C. Wade, the agent-general for the province, last Monday, he was greatly enthused over the whole business. The order is for seventy million feet of timber, made up of forty million feet of railway sleepers, ten million feet of crossings and twenty million feet of "merchantable and common."

"It will mean," said Mr. Wade, "very much to British Columbia at present, as owing to the stoppage of orders for spruce with the cessation of the war, a great many men were thrown out of work, and a large number of mills were idle. It was too late after the war for industrial conditions to adjust themselves through the ordinary channels, and this order comes just at the right time to start the wheels going again. The order will improve labor conditions immensely, and will have a tonic effect on other industrials and every form of business."

Asked whether any difficulties were likely to be experienced in the shipment of the timber, Mr. Wade said that the British Government had undertaken the responsibility of getting it shipped to this country.

I believe that this is the first time that the famous Douglas fir of British Columbia has been used for the permanent way of British railways. Largely in demand for building purposes in Canada, this timber is said to combine the requisites of great strength, light weight and ease of handling and working durability and cheapness, more than any other commercial timber. Doubtless the heavy freight in the past has prevented its successful competition with Norway timber in the United Kingdom.

Douglas fir has this advantage that it increases in strength as it seasons, and its durability has made it the popular sleeper material

for the railways of Western America.

No other class of industries is of such general value to British Columbia or affects its general prosperity so closely, or is as helpful to settlement as the wood-using industries, which now distribute \$30,000,000 per year in the province, over 80 per cent. of which is spent for labor and supplies. Half the capital invested in the province is in these industries, which employ over half the labor and pay over half the wages.

These were among the interesting points mentioned to me by the agent-general in connection with the British Government's order for Douglas fir, which, with the single exception of the sequoias of California, is the biggest tree in the world.

Quebec Retail Lumbermen Hold Annual Meeting

The annual meeting of the Quebec City Retail Lumber Dealers' Association was held on May 23rd. The records of the past year were reviewed with much interest. The Association has now entered on its second term with bright prospects, and the members are much pleased with the results obtained. Leading retailers of the city all belong to the Association, and among the first moves undertaken at the time of its inception, was the stopping of free delivery. Charge for cartage is now made independent of the price of the lumber, and the new plan has worked out admirably, while by co-operative action better selling terms have been launched. Everyone must pay cash except well known and highly responsible parties to whom the following credit is extended: 2 per cent., 10 days, or 30 days net from date monthly account is rendered. In regard to charges for delivery, a one-horse load or part thereof, is 75 cents; a two-horse load or part thereof is \$1.25.

L. C. Marquis was re-elected president; L. Hamel, vice-president, and J. O. Chalifour secretary-treasurer. The directors are Nap. Gignac, Art Gignac (president of J. H. Gignac, Ltd.) and Jos. Le-francois.

Eastern Men Want Tonnage Released

An unsettled sterling exchange, continued high freight rates and the necessity of utilizing much cargo space for food for European nations, are the principal things which are retarding the movement of the immense quantities of lumber in the Maritime Provinces which the British Government contracted for last winter through leading St. John brokers and shippers and those in other places, according to one of the largest lumber houses in Eastern Canada, which has offices in St. John, N. B. A prominent lumber authority stated that because of the conditions named lumber was moving slowly, and that the necessary tonnage was by no means in sight, although a start has been made.

Seven steamers have been chartered to load lumber at Maritime Province ports for Great Britain. Three of the steamers have been booked to load at St. John, two in the Miramichi River and one at Halifax. If freight rates are reduced and Great Britain can spare the tonnage, there will be a considerable movement of lumber and many busy ports in New Brunswick and Nova Scotia during the summer and fall.

Quite a number of shipments of lumber have been made from the two provinces this spring by schooners.

The mills in New Brunswick have made preparations for a big summer's cut and most of them have obtained their log supplies, recent heavy rains having aided the drivers. Many of the mills will run nine hours daily this season instead of ten as heretofore, the employees having declined to work longer than nine hours. In some places mills will run overtime by allowing extra pay.

W. S. Loggie, M.P., of Chatham, head of the W. S. Loggie Co., expects that the British Government will be able to move the lumber cut before next spring. Mr. Loggie says: "I understand that the 1919 cut of spruce has been sold to the Imperial Government at remunerative prices, and transportation is to be undertaken by the buyers. Inasmuch as the Imperial Government is controlling shipping, no doubt this will be undertaken and the lumber moved in large quantities from the Atlantic coast to the United Kingdom during the coming season."

Hon. C. W. Robinson, of Moncton, head of the Robinson, Wright & Co., of Shulee, N. S., favors the British Government throwing off restrictions on the Canadian lumber trade and releasing tonnage as quickly as possible. "I believe the lumber is wanted," he said in a recent statement, "and if we are to employ the returned men and others we must have a chance to ship our lumber so as to make preparations for next season's operations."

Mrs. Foster, wife of Ernest F. Foster, manager of the Holt Timber Co., Bolger Bridge, Ont., died recently in a hospital in Detroit as the result of an operation. She leaves besides her husband, five sons and one daughter.

Survey of British Columbia Forests

Comprehensive Report Estimates 350,000,000,000 Feet of Material as well as Immense Pulpwood Wealth

The recently published report of the Commission of Conservation on the forests of British Columbia by Roland D. Craig, F. E. and H. N. Whitford, Ph. D. is a comprehensive work, well illustrated with maps and photographs. Through the co-operation of the Provincial and Dominion governments, the timber owners, the Canadian Pacific Railway and other interests, the authors secured very complete data on which to base the estimates. The province was divided into 66 districts, for which separate estimates of the stand were compiled.

The forest resources of the province are estimated to be approximately 350 billion feet saw-material with an additional 16 billion feet suitable only for pulp. In addition to the estimate of the stand, the report describes the effects of the climate, soil and topography on the forests, and outlines the various systems of tenure under which the forest resources have been alienated. Interesting chapters are devoted to the description and distribution of the various species of trees and to the injuries done by insects.

The Waste Land of the Province

The total land area of the province is 355,855 square miles of which approximately 200,000 square miles is incapable of producing forests of commercial value. About 145,000 square miles lie above the merchantable timber line, and on 55,000 square miles below the timber line the soil is either so rocky or wet, or the forests have been so completely destroyed by fire that there is no hope of natural re-establishment of forest conditions for centuries.

Of the remaining 155,855 square miles, which is capable of producing forests, only about 28,000 square miles—less than one-fifth—carries sufficient timber to be classified as statutory timberland. In the interior of the province, there are areas of forest land, aggregating 23,800 square miles, which, though not reaching this standard, carry between 1,000 b.f. and 5,000 b.f. per acre, part of which may be utilized. Only very meagre data have been obtained, as yet, as to the area of the land which can be used for agricultural purposes. The forest land classification indicates that somewhat over 5,000 square miles is grass land or very open forest, some of which is suitable for cultivation, but the greater proportion is of value only for grazing. In addition, there is, perhaps, from 12,000 to 15,000 square miles, cleared or under forest, which is more valuable for agriculture than for forest production. Deducting this potential agricultural land, say 20,000 square miles, from the total capable of producing commercial timber, there is 135,855 square miles of absolute forest land which should be devoted permanently to forest production.

The Ravages of Forest Fires

The timber on about 100,000 square miles, or two-thirds of the original forest land, has been totally destroyed by fire, and on over half of the remaining 55,855 square miles the timber has been seriously damaged. It is estimated that the province has lost, through forest fires, at least 665 billion feet board measure. As the present total stand of saw material in the whole Dominion probably does not greatly exceed this amount, the seriousness of this loss, due very largely to public carelessness, is apparent.

The following table indicates the composition of the present stand of saw material:

Species	Coast		Interior		Total	
	Million ft. bd. measure	Per cent.	Million ft. bd. measure	Per cent.	Million ft. bd. measure	Per cent.
Western red cedar	59,000	27.4	18,019	13.2	77,019	22.1
Douglas fir	64,000	29.4	12,573	9.2	76,573	21.8
Spruce (1)	14,000	6.7	58,375	42.8	72,375	20.6
Western hemlock	52,000	24.6	12,164	8.9	64,164	18.3
Balsam (2)	19,080	9.2	13,838	10.2	32,838	9.5
Lodgepole pine	20	.1	12,130	8.9	12,150	3.5
Western yellow pine . . . .	.....	.....	4,208	3.1	4,208	1.2
Yellow cypress	3,700	1.9	.....	.....	3,700	1.1
Western larch . . . . .	.....	.....	3,152	2.3	3,152	.9
White pine	1,100	.5	1,617	1.2	2,717	.8
Black cottonwood	400	.2	272	.2	672	.2
	213,220	100.0	136,348	100.0	349,568	100.0

(1) Includes Sitka spruce, Engelman spruce, white spruce and black spruce.
(2) Includes alpine fir, lowland fir and amabilis fir.

(1) Includes Sitka spruce, Engelmann spruce, white spruce and black spruce.

(2) Includes alpine fir, lowland fir and amabilis fir.

Rich in Pulpwood Supplies

Of the species used in the manufacture of pulp and paper (hemlock, balsam, spruce and cottonwood), there is 170 billion feet, which is equivalent to 243 million cords of pulpwood. This may be increased to 250 million cords by utilizing smallest timber. As the supply of

pulpwood is becoming a very serious matter in eastern North America, it is important to know that so considerable a supply may be obtained in British Columbia.

During the last five years the total cut in the province has averaged only 1,250 million board feet. With a stand of 350,000 million board feet of timber of commercial size, and with over 100,000 square miles of land on which young forests are established and which, if protected, should produce from 5,000 million to 7,000 million feet per annum, it will be seen that the forest resources of British Columbia can, under conservative exploitation, supply at least five times the present cut without seriously depleting the capital stock.

Would Banish all Foreign Agitators

Major-General A. D. McRae, of Vancouver, who is a well-known lumberman, being former vice-president and general manager of the Canadian Western Lumber Co., Fraser Mills, B. C., spoke in Toronto on May 19th before the Canadian Club on "Canadian Citizenship of the Future." Gen. McRae was Quartermaster General of the Canadian Expeditionary Forces in England, his excellent work in that capacity attracting the notice of the British government, which led to his appointment as assistant to the Minister of Information for the Imperial government, with the rank of Major-General. General McRae refused pay or emolument for his services with the Imperial forces, which is a tribute to his patriotism.

In his remarks before the Canadian Club he emphasized the fact that now is the time to clean house and get rid of undesirable aliens. He advocated a vigorous governmental policy in dealing with foreign agitators, and proclaimed that the Canadians wanted no coddling of anarchy in this country. He also touched upon the tariff and thought there should be a Parliamentary committee, on which both farmers and manufacturers should be represented, to investigate the tariff. This committee would inquire into the question of the selling price and the cost price of the present articles now in use, and would recommend to Parliament the basis to be adopted for the tariff of the future. He declared that as soon as possible loyal Canadians should get together on this vital problem and that the disposition to fight it out at arms length, which is so much in evidence, was not in the best interest of the parties concerned, or the country as a whole. He suggested that the tariff be taken out of politics and placed in the hands of a permanent, non-political commission on which the different interests would be represented.

New Position for Sir George Bury

Sir George Bury, late vice-president of the C. P. R., has been appointed president of the Whalen Pulp & Paper Mills, Mill Creek, Swanson Bay and Port Alice, B. C. Mr. J. Whalen, the retiring president becomes chairman of the board of directors. The Whalen Co., in addition to producing large quantities of easy bleaching and bleached sulphite pulp, has a capacity of manufacturing 150,000,000 feet of lumber and a large number of cedar shingles.

Exporters Should Take More of Log

In Vancouver Sir James Ball, British Timber Controller, spoke on the advisability of B. C. lumbermen cultivating export trade. J. D. McCormack, general manager of the Canadian Western Lumber Co., Fraser Mills, in replying to Sir James, said that there was in the minds of the public a wrong impression as to what the lumbermen of British Columbia should do to develop the export trade. He stated that in order to make extensive exporting a commercial possibility it was necessary to find market for all the product of the logs. The export market demands, which were for the one choice grade known as merchantable lumber, covered about 30 per cent. of the log. There must be market found elsewhere for the remaining 70 per cent. Naturally the larger the export business grew the more there would be need to find broader markets for the lower-grade surplus.

In order to develop to the full the export business he declared there was need for more population in Canada and also the export market should take up to 60 per cent. of the log. When the prairies had their fair quota of settlement and when the markets of Eastern Canada were open, there would then be further impetus to export trade.

At present the great competitors of the B. C. lumbermen were the producers of southern or yellow pine. It was admitted that the stumpage of this timber was being reduced. He believed that in the next five years British Columbia would be getting some of the market now supplied by the yellow pine producer. Railroad rates, he said, were against the development of British Columbia lumber business in the East, but he expected there would soon be some Atlantic trade.

Mr. McCormack spoke of the value of true co-operative effort in developing the industry. He declared that there was need for fullest unification of energy and effort, and with this being done he hoped to see the export business take added life and strength.

Snowball Plant is Historic One

The Industry was Founded Forty Seven Years Ago and Cuts Principally for English Market

One of the outstanding lumber organizations in the East is the J. B. Snowball Company, Limited, of Chatham, N.B., which has been in existence since 1872. The industry was founded by the late Hon. J. B. Snowball, and in three years will be celebrating its golden jubilee. It was incorporated as a limited company in 1900.

This widely-known concern manufactures spruce, pine and hemlock lumber, shingles, laths, etc. Its president and general manager is W. B. Snowball, while W. H. Snowball is secretary-treasurer, and R. A. Snowball is managing director. Mills are operated by the company at Chatham and Tracadie. The company also has two small rotary mills at Millerton and Chatham, which have a capacity of 25 to 35 M feet per day. The J. B. Snowball Company has 540 square miles of timber limits in Northumberland and Gloucester counties,

Four Demountable Ships For Lumber Trade

A unique one-voyage ship is being built in British Columbia by the Vickers firm. The vessel will be of 9,000 tons displacement, and will go to England to be dismantled. This craft is stated to be one of the latest productions of marine architecture. The voyage will be about 9,000 miles by way of the Panama Canal, and it is stated that it will take about one month. The vessel will consist of 5,000,000 board feet of lumber, and will be of British Columbia fir, hemlock and cedar; it will be found essentially a "wooden" craft, since the ship and its cargo will be all one. The length of the vessel will be 250 feet, beam 60 feet and depth 36 feet. When the bottom of the ship is completed it will be launched and the vessel will be built up layer by layer. Roomy quarters will be provided for the officers and crew, and motor engines will be installed to supplement the sails. Practically all of the vessel and cargo will be utilized.

It is understood that at least four demountable ships each carrying 5,000,000 feet of lumber will be sent to England from British



View showing Sawmill and Boom at Chatham, N.B.—Steamers Loading for Export Shipment

and its logging operations extend over a good deal of this territory during the winter.

The Chatham mill is equipped with a 12 inch single cut band, 2 12 inch vertical band, a 10 inch horizontal band slab resaw and twin rotary. In connection there is a lath mill, box shook mill and shingle mill, also a resaw and planing plant. The mill has a capacity of 20 to 25 million superficial feet per year and a daily capacity of about 150 to 200 M. in ten hours. Spruce, hemlock and pine are the principal lumber sawn. There is some hardwood, but not a great quantity. The lumber is cut principally for the English market into 1, 2 and 3 inch stock. There are excellent shipping facilities at this mill. Some 50 feet of water lies at the face of the wharf so that ocean shipments can be easily handled. There is also a railway siding in the mill yard.

The Tracadie mill is a gang and rotary mill with a daily capacity of 70 to 90 M.

J. B. Snowball Co., Chatham, N.B., have sold their entire cut of spruce, hemlock and pine to the British Admiralty for this season, which puts the company out of the market so far as outside trade is concerned. Their mills have started running and most of their logs are now in the booms.

Labor supply is very good and better than it has been in a long time in that section. As far as shipping is concerned, the most of the lumber on the Miramichi has been sold to the British Admiralty and the company are hoping that they will supply the shipping facilities.

E. H. Judge, of Price Bros., Ltd., Quebec, and H. D. Bean, of the Abitibi Power & Paper Co., Montreal, have been elected members of the executive committee of the Purchasing Agents' Association of Montreal and district.

Columbia and opinion given by naval authorities is that this plan is quite feasible, and will work out to good advantage.

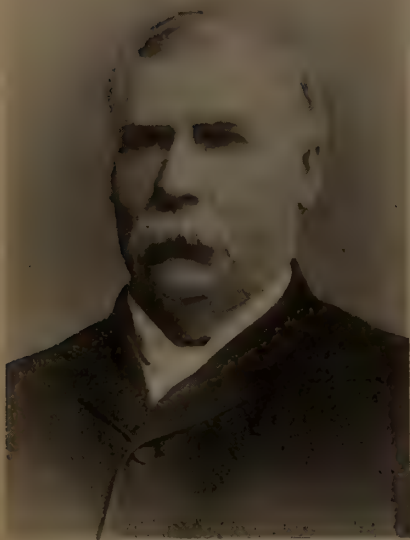
Lumberman Lost His Cash in Deal

"I have \$25,000 in cash in my pocket, and \$40,000 at home. I want more money to buy property—will you pool with me?" said a stranger to a visiting lumberman from Port Colborne, with whom he had struck up an acquaintance on St. Catherine street, Montreal, a few days ago. The lumberman was Joe Barre, an old country Frenchman, who was on his way back to his mother country with five years of careful saving in the camps. Now the stranger is being sought by the police.

Barre's story, as given to the police, is that he had been ill since coming to the city some weeks ago, and had been staying in town. On Wednesday of last week, he fell in with a man on St. Catherine street, who claimed to be a rich fellow-countryman. He had property in Winnipeg and the West—he said—and of ready cash he had any amount. However, he wanted to let his new found friend in on a "good thing" and would therefore permit him to "pool" with him in buying a property. The stranger thereupon pulled out a huge wad of bills, saying: "I have \$25,000 here in my pocket." His proposition was that he should pool with him, and as a mark of his good faith, he would allow the money to be put into a tin box, which was to be given over to Barre.

The lumberman thought the proposal a good one, handed over his \$1,700, which was apparently put in the box, and took the "fortune" home with him in the same box. Yesterday, however, he became suspicious, as the stranger had not put in an appearance, and in great trepidation he opened the box. It contained a \$2 bill and his own handkerchief, which the stranger had purloined.

Death of Hon. Peter McLaren



The late Senator McLaren,
Perth, Ont.

In the recent death of Hon. Peter McLaren of Perth, Ont., a veteran figure in the lumber and legislative world has joined the silent majority. The deceased Senator was 88 years old and was born in Lanark, Ont. Early in life he entered upon a successful and honorable business career, and he leaves a name and record revered by all and by none more than his fellow residents in Perth, where he spent so many years. At the age of thirteen Mr. McLaren left the Public School and began to learn the lumber trade. He acquired a thorough, practical knowledge of hauling timber, rafting, and milling, and in 1853, when he was 24 years old, he became a partner in the lumber firm of Gillies & McLaren, Carleton Place, Ont. They bought out the extensive Gilmour business, consisting of about three hundred square miles of timber on the Mississippi River, Ontario, as well as working the Madawaska limits.

Mr. McLaren became sole proprietor of the business in 1890. The firm manufactured all kinds of sawn lumber and square timber, the former being for the Canadian and United States and the latter for the European trade. A few years ago he retired from active business to enjoy life at his beautiful residence "Nevis Cottage," Perth, Ont.

For nearly 30 years Mr. McLaren occupied a seat in the Dominion Senate, having been summoned to that distinguished body in 1890. He was a Conservative and a Presbyterian. In 1867 he married Sophia Lees, daughter of the late William Lees, Lanark, Ont., and granddaughter of the late Col. Playfair, of the old Canadian Parliament. The union was blessed by two sons and three daughters.

The late Mr. McLaren was the owner of 100,000 acres of valuable timber lands in Virginia, upon which are also valuable mines.

Mr. George M. Mason Joins Silent Majority

George M. Mason, head of the firm of George M. Mason, Ltd., wholesale lumber dealer, Ottawa, died on May 13th in the Royal Victoria Hospital, Montreal, where he underwent a serious operation. Mr. Mason had not been well for several months and just before Easter left for Montreal for special treatment. The operation before his death was the second one that he had undergone. The deceased was born in Ottawa, 54 years ago, and early in life entered the lumber firm of Wm. Mason & Son. His grandfather was then proprietor of the business, the name of which upon his death was changed to Geo. M. Mason, Ltd. A sawmill was run by them on the Chaudiere for a number of years. Mr. Mason is survived by a widow, his mother, three sisters and two brothers. W. T. Mason, of Mason, Gordon & Co., wholesale lumbermen, Montreal, is a brother. The late Mr. Mason was actively connected with the Rivermeade Golf Club and was held in high respect by members of the trade who deeply regret his passing.

The Passing of Mr. H. L. Lovering

The many friends of W. J. Lovering, wholesale lumber dealer, Toronto, and vice chairman of the Lumbermen's Section of the Toronto Board of Trade, will extend sympathy to him in the death of his father, H. L. Lovering, of Coldwater, Ont., who passed away on May 20. He had attained a ripe old age, being 85 years old.

The late Mr. Lovering began life in Canada in 1841, as a log cabin settler and backwoodsman. He died a leader in church and commercial affairs, and a man of prominence and wealth. He was a founder and large shareholder and director of the Georgian Bay Lumber Company, and was known throughout Canadian Methodism as a lay member of every general conference with one exception, and every annual conference, since Confederation. He was a member of the General Board of Missions and one of the largest contributors to that cause.

In politics the late Mr. Lovering was an influential Conservative. He is survived by two sons, W. J. Lovering, of Toronto, and T. D. Lovering, secretary-treasurer of the T. H. Allan Co., of St. Paul, Minn.

The Value of Aerial Forest Patrol

Editor, "Canada Lumberman."

Sir:—I notice in your last issue the following statement in an article dealing with the use of aeroplanes for forest patrol in Ontario: "Information has reached the Department of Lands, Forests and Mines that after trying them out in British Columbia and in the State of Minnesota, these districts have given up the hydro aeroplane idea."

There must be some mistake in regard to this. Neither British Columbia nor the State of Minnesota has ever tried aeroplane forest patrol. It is true that a locally built machine, intended for forest patrol, was smashed at Vancouver, but the British Columbia Government is now applying to the Dominion Government for hydro aeroplanes with which to commence aerial patrol. The State of Minnesota never tried the hydro aeroplane idea, and therefore never rejected it. On the contrary, the Chief Forester of the United States, Col. Graves, has pointed to the Minnesota disaster of last year as a conspicuous example of a forest fire situation in which aeroplanes might have been used with great advantage as aids to the regular fire ranging system.

The elaborate and costly scheme, concocted by Argyll House, London, for the patrol of Ontario forest areas, was turned down by the Ontario Department of Lands and Forests, as it well deserved. There is not the slightest data available by which aerial forest patrol can be either accepted or rejected. The position taken by the Canadian Forestry Association has been that some of the idle machines of the Dominion Government should be released for experimental work in forest areas. Only by such means could the value of aerial patrol be established. It is worth bearing in mind that nearly all returned aviators endorse the plan as quite feasible.

Robson Black,

Secretary Canadian Forestry Association.

Ottawa, May 23, 1919.

The Question Box of the Trade

Editor "Canada Lumberman."

Will you please answer the following questions and greatly oblige:

1.—"It is learned that a large quantity is for railway sleepers, fir 5 x 10 x 8.6 and that the figure is, \$23.50 F.A.S. Vancouver, B.C."

What means F. A. S. and definition?

The term "F. A. S." means free alongside steamer. This term is used when lumber is shipped from tide water, where there is not a dock, and the lumber has to be lightered to the steamer.

2.—"In the first place, freights over the Atlantic have become much firmer, and, as were reported last week, rates up to £14, and even £15, have been asked for F. O. W. to the West Coast of England."

What means F. O. W. and definition?

The term "F. O. W." means First Open Water, and is put in contracts in order to have some specific understanding as to the time of shipment.

3.—"Oak Planks 3 in. F. A. S. 4s. 6d. per feet cub., F. O. R. London, England."

What means F. O. R. and definition?

The term "F. O. R." means Free On Rail, or as used in this country, f. o. b. cars.

4.—"Make best offer for spruce logs, F. O. T. 30 miles London, Eng., or 65 s. ton net F. O. T. Galashiels District."

What means F. O. T. and definition?

The term "F. O. T." means Free On Truck, and is the same term as F. O. B. or free on rails.

5.—To take a concrete instance: presume that 3 x 9 in. u/s red spruce bought at £27 F. O. B., make a liberal estimate of, say £8, for freight and insurance, £3 for loss in exchange, £3 for landing and incidental expenses, and we have £41 as the arrived cost. The price to the trade is £45 5s., a profit of £4 5s. per standard.

What means U/S and the rest?

The term "U/S" is used when selling spruce and red pine in the United Kingdom, meaning, unsorted, that is, the stock is the product of the log with the culls and fifth quality out. Standard is 1,980 board feet.

6.—What means C. I. F. London England?

"C. I. F." means cartage, insurance and freight, or in other words, delivered price on the quay, London, England.

Yours, etc.

J. T. M.

Personal Paragraphs of Interest

I. B. Petheram, Port Hope, Ont., is closing out his saw and planing mill.

Col. R. M. Beckett, of Dobell, Beckett & Co., Quebec, was on a business visit to Montreal recently.

Thos. Forsythe, retail lumber dealer and planing mill operator, of Beech Lane, Ont., passed away recently.

L. G. Delamater representing Harry J. Strong, Inc., the Pacific Tank and Pipe Company, New York, was recently in Montreal on a business trip.

J. W. Hennessy, woods superintendent at Fort Coulonge, P. Q., of J. R. Booth, died in Boston on May 18th. He was buried at Fort Coulonge on May 21st.

B. F. Clarke, of Glencoe, Ont., secretary-treasurer of the South-western Ontario Retail Lumber Dealers' Association, was in Toronto recently calling upon the trade.

Charles M. Bostwick, one of the wealthiest men in New Brunswick, died recently in St. John, aged 86 years. He was engaged extensively in the lumber business for a long period.

W. J. Sheppard, of the Georgian Bay Lumber Co., Waubashene, Ont., was at the recent annual meeting of the Toronto Paper Mfg. Co. re-elected vice-president of that company with which he has been identified many years.

Gunner Hugh McLean, son of Mr. Angus McLean, of the Bathurst Lumber Company, N. B., recently spent a few days in Montreal. Mr. McLean, who was with the 12th Canadian Siege Battery, is taking up a position with the Bathurst Lumber Co.

George Chahoon, jr., president of Laurentide, Ltd., Grand'Mere, P. Q., while on a visit to Montreal, expressed confidence as to the future of the pulp and paper industry. The market for sulphite pulp and ground wood had materially stiffened lately, and the outlook was for a further advance.

Brigadier-General J. B. White, of Montreal, who is at the head of the woods and sawmill operations of the Riordon Pulp and Paper Co. and had charge of forestry operations in France in connection with the Canadian Forestry Corps during the war, spent a few days in Toronto recently on business.

W. McLaughlin, who was overseas for two years, has recently taken a position as chief accountant with the Fraser Co., Ltd., Edmundston, N. B. Previous to his present connection Mr. McLaughlin was for five years with the Laurentide Co., of Grand Mere, P. Q., as chief accountant and office manager.

Wesley G. Morse passed away recently in Leamington, Ont., at the age of 83 years. When Leamington was incorporated he was a member of the town council, and subsequently served for some years on the Board of Education. In his early years Mr. Morse was engaged in the lumber business, and later in life occupied several positions in Leamington.

H. S. Laughlin, B.Sc., who only a few weeks ago was appointed to the staff of the N. B. Provincial Forest Service, has resigned his position to accept a position with the J. B. Snowball Co., Ltd., of Chatham, as their chief forester. J. R. Gareau, who formerly held this position, is going into private business. Mr. Laughlin recently returned from overseas, where he served with the Canadian Forestry Corps.

R. D. Craig, of the forestry staff, Commission of Conservation, has commenced a survey of the forest resources of Ontario, especially pulpwoods. He has just returned from British Columbia, where, as chief inspector of the Aeronautical Branch, Imperial Munitions Board, he has had under his supervision the production of spruce for aeroplane construction. Mr. Craig is the author of a report on the forest resources of British Columbia.

Frank H. Harris, of the Frank H. Harris Lumber Co., Toronto, has returned from an extended business trip throughout the South. He reports that the stocks of southern pine are below normal, and that prices are constantly ascending. Owing to the extended wet season the mills fell very much behind in production, and the labor scarcity has tended to complicate the situation. Colored help is being carried from all parts of the United States to relieve the shortage. The market for southern pine is very active at the present time and the prospects are good.

Many friends were shocked at the recent sudden death in Ottawa of W. P. Gundy, president of the Kinleith Paper Mills, St. Catharines, Ont. He was one of the outstanding figures in Toronto business life, and took a very active part not only in the advancement and progress of the paper and pulp industry in general, but also in the larger affairs of the city. He was a former president of the Toronto Board of Trade, Ontario Pulp & Paper Makers' Safety Association, trustee of the National Sanitarium Association, and the Toronto Free Hospital for Consumptives. He joined the staff of the W. J.

Gage Co. 38 years ago and gradually worked his way to the highest position in the company. It was only a few months ago that Sir William Gage resigned the presidency to become chairman of the board, and Mr. Gundy was appointed president. Mr. Gundy had for the past year and a half been a member of the War Purchasing Commission, Ottawa, and his services were given freely, and without any personal recompense, other than the faithful discharge of a patriotic duty. He was 60 years old and heart failure was the cause of death.

William Henderson, of Toronto, who is superintendent of the Shantymen's Christian Association, which was founded fourteen years ago, is spending some time in British Columbia, in company with Rev. Oswald Smith, formerly assistant pastor of Dale Presbyterian church, Toronto. The Shantymen's Christian Association has recently begun work on the Coast in logging and lumber camps. The work is undenominational in character and no collections are taken up at the services, the Association being supported by friends. A few months ago labor in the lumber camps in Michigan, Wisconsin and other states was begun and is now being taken up on the Coast.

Hocken Lumber Co. Open Toronto Office



Norman C. Hocken, Otter Lake, Ont.

The Hocken Lumber Co., of Otter Lake, Ont., have moved their head office to Toronto, and are now located at 630 Confederation Life Bldg. J. W. Slater, who, for the past 12 years, has been accountant with the company and is also a director, is in charge of the office; while Mr. Norman C. Hocken, president of the company, will devote his attention particularly to the manufacturing end. The company operated for 15 years at Otter Lake, cutting large quantities of hemlock. About two years ago the mill was dismantled and the plant removed to West River, 10 miles south of Espanola, and 18 miles north of Little Current on the Algoma Eastern railway. The mill is cutting white and red pine and will produce this season about five million feet. The

Hocken Lumber Co. also own another mill at Deer Lake on the C. N. R., 20 miles north of Parry Sound. This is a winter mill and hemlock and white pine are the principal woods sawn, the output being a million and a half feet during the season. The Hocken Lumber Co. report that prospects for the coming season are most promising, and in moving their head office to Toronto, believe that they will be in a much better position to cater to the wants of their numerous customers, and give prompt deliveries and satisfactory service.

It was some sixteen years ago that Mr. Hocken, who was born in Bowmanville, Ont., and comes of a lumbering family, started in business for himself after working for a number of leading mills and securing a practical training in every branch of the business from the bush to the piling ground. He also took a course in architecture, is an expert millwright and able to take charge of any part of the erection and supervise all the arrangements in his own undertakings from start to finish. In 1907 a joint stock was formed and the name of the Otter Lake Lumber Co. was changed to that of the Hocken Lumber Company, the head office of which is now in Toronto.

Canada's Pulp Producing Prospects

At the annual meeting of Becker & Company in London, Mr. F. Becker said he wanted to see some of the boys in their office have a chance to come to Canada, and hoped to make the necessary plans.

Referring to his visit Mr. Becker described the wonderful pulp producing prospects of the Dominion and mentioned the case of the Chicoutimi Company, which had increased its production from 30 tons to 350 tons. This, he said, could not have been done but for Becker & Company. He described the position of the Chicoutimi Mill, and also referred to the sulphite mill at Ha! Ha! Bay.

One of the startling statements of the report was that the turnover during the past year had amounted to £4,000,000, £3,000,000 of which was for wood pulp bought for the French, British and Italian Governments, and it is a source of great pride and satisfaction to the company that this enormous business was conducted without any profit whatever to Becker & Company.

Death of Veteran Timber Driver

George Spiers, Sr., one of the oldest pioneers of Huntsville, Muskoka, passed away recently at the home of his daughter, Mrs. Samuel Bradley, Huntsville, Ont., in his 87th year. He had enjoyed remarkable health for one of his years, until within a short time of his death.

The late Mr. Spiers was a native of England, but came to Canada when but a lad and settled near Ottawa. These were days of primitive lumbering methods on the Ottawa, and Mr. Spiers, from very early in life, became associated with the great Canadian industry. He traversed the chains of waters tributary to the Ottawa river, and in the days of less convenient methods of transport, often drove square timber down the Ottawa and St. Lawrence rivers to Quebec city. His wife died thirteen years ago and since then Mr. Spiers had made his home with his daughter, Mrs. Samuel Bradley of Huntsville.

Old Established Firm Incorporated

J. O. Chalifour of Quebec, P.Q., who spent some time along with Mrs. Chalifour, in Mt. Clemens, Mich., returned home lately and is now in excellent health. The company with which he is connected was recently incorporated as O. Chalifour, Inc. This does not mean any change in the business other than being more permanently established. The authorized capital is \$150,000 and the paid up capital \$103,000. The officers of the company are as follows: J. O. Chalifour, president; J. George Chalifour, vice-president; Arthur Duval, secretary; Ernest Berube and Mrs. O. Chalifour, directors. The firm has been in business since 1872 and enjoys a wide connection.

New Trademark Design for Canadian Paper

The Canadian Pulp and Paper Association recently started on a quest for a trade-mark such as could be used for the purpose of labeling and identifying all the pulp and paper products made by its members. The Association invited suggestions from everybody interested and offered to pay \$100 for the suggestion adjudged best adopted to the purpose in view, as well as to pay the price placed upon it by the person submitting it. The result was that over 150 designs, some of them very artistic in conception and showing the



result of a great deal of work in their development, were submitted. Prof. Ramsay Traquair, of McGill University, president of the Arts Club of Montreal, and Mr. F. W. Stewart, president of the Montreal Publicity Association were invited, together with Mr. A. L. Dawe, secretary of the Association, to pass upon the entries. The judges agreed that a design submitted by Mr. Harold McEvers, a student in the Department of Architecture of McGill University, Montreal, came nearest to meeting all requirements.

Used as a label and in other forms where the use of colors is practicable, the trade-mark will appear in three colors, the tree and the maple leaves in green, the orb and its radiating rays in red and orange and the rest of the design in black.

The design is to be registered as a trade-mark. It will be used on all packages and boxes, containing Canadian-made good paper and pulp products.

The Future of the Lumber Industry

Charles S. Keith, of Kansas City, president of the Southern Pine Association, recently delivered a masterful address before the association at the opening session of its annual convention in New Orleans of the Southern Pine Association. He briefly reviewed some of the important happenings affecting the lumber industry during the war; predicted a wonderfully prosperous future for the industry, and offered some excellent advice to all branches of the trade. His

advice to the industry, which was both timely and pointed, is ably summed up, as follows, and will be read with much interest:

We should actively demand such legislation on the part of the Federal Government as will permit reasonable constructive co-operation in the public interest.

We should demand from our Government such action on its part, through proper legislation, as will permit an early return, under pre-war conditions, of the railroads to private operation, unrestricted by obstructive laws.

We should demand and insist upon such legislation as will enable the American ship-owner to operate under our own flag in competition with the ship-owners of other nations.

We should continue to make a close study and careful analysis of investment and cost, looking forward and building for the future.

We should continue our active personal and financial support of the National Lumber Manufacturers' Association, so as to co-ordinate in its own protection and develop its economic facts so we may have a National instead of a sectional vision of our industry.

Employers in this industry must give a more personal sturdy to the subject of human relations, so the bond of understanding and sympathy between employer and employee may be strengthened and industrial strife lessened.

The future of our industry is bright. Its ultimate success depends upon the vision, energy and courage of its members.

More Effective Aids in Fire Fighting

Work has started on a ranger cabin and fire-fighting tool house on the headwaters of the North Branch of the South West Miramichi River, near Juniper Station, N.B., on the Transcontinental Railway.

The cabin is being built by the rangers and game-wardens themselves. Ranger Bradbury being in charge. Canoes and emergency fire fighting tools will be stored there for the use of fire wardens. It is a very important point as many hunting and fishing parties enter the woods there and it forms part of vast areas of forest lands. The site for the cabin is being provided by the New Brunswick Railway Co. Arrangements are being made to connect the cabin by telephone with the New Brunswick Telephone Company's line for use in case of fire.

This is the start of a programme of construction of telephone lines, cabins and fire fighting tool caches adopted by the Forestry Advisory Commission at their last meeting. A large number of the lumbermen will co-operate in this important work to increase fire protection.

The Production of World's Shipyards

Outside of Germany and Austria-Hungary, the shipyards of the whole world during 1918 produced 5,477,444 gross tons of merchant shipping, as given in the Annual Summary of Lloyd's Register of Shipping. This is 63 per cent. higher than the total in the year 1913, which held the record for construction and included the output of Germany, Austria, etc. The total for the United Kingdom in 1918 was 1,348,120 gross tons and the output for the United States was 3,033,030 gross tons, which is equal to that for the ten years 1907 to 1916 in the United States, and half of this was built on the Pacific Coast. Of the United States total output of 3,033,030 tons, about 1,000,000 consisted of wooden ships.

Great Pipe Made from B. C. Fir

The new 13½-foot pipe line through Victoria Park, Niagara Falls, Ont., which supplies the Ontario Hydro Commission with equipment for 50,000 additional horsepower in its Ontario power plant, is now in full operation and is working well. Work on this big pipe line was commenced in March last year.

The construction involved the excavation of 133,000 yards of earth and 14,000 yards of rock. The pipe line is 6,700 feet long and is constructed of wood stave work. The wood stave pipe, which came from Vancouver, is one of the largest ever built.

The former plant of the Ontario Power Company, as now controlled and operated by the Ontario Hydro Commission, consists of an installation of fourteen turbines, seven with a rated capacity of 11,800 horsepower, five rated at 15,000 horsepower and two at 189,600 horsepower. These are directly 16,000 horsepower, making a total of connected with generators with a total rating of 149,012 k.v.a.

Water is supplied through two 18-foot diameter conduits, each approximately 6,600 feet long, having a combined maximum carrying capacity of about 162,000 horsepower. The new pipe gives 50,000 horsepower additional.

The third pipe line just completed is of the finest British Columbia fir, the staves being four inches thick and six inches wide. The pipe is banded by 7/8-inch steel bands made in two sections with two shoes. The space between the bands varies from 8¼ inches at the forebay end to 2½ inches at the power-house end.

An Enterprising Eastern Lumberman

E. H. McElmon, who is the proprietor of the Dartmouth Lumber Mills, Dartmouth, N.S., is an enterprising member of the industry. Just 20 years ago, without a dollar capital and practically no credit, he launched out in business for himself, and has built up a wide connection. In the big explosion which occurred in Halifax on December 6, 1917, his mills were razed to the ground, but were reconstructed without much loss of time. At Preston, seven miles from Dartmouth, Mr. McElmon runs a portable saw mill which cuts about one million feet of lumber in a season. This is brought to the Dartmouth mills, where it is resawn and finished as required



A general view of the McElmon plant, Dartmouth, N.S.

for building purposes. The plant in Dartmouth is equipped with up-to-date machinery run by 75 horsepower steam boiler and engine. There is also an auxiliary in the shape of a large gasoline engine. Mr. McElmon handles pine, spruce, hemlock, hackmatac, hardwood, etc.

Mr. McElmon is a man of some ingenuity and many years before the era of automobiles, conceived the idea of a motor truck for use in hauling lumber and logs. He partially built such a truck, but for a long period no special progress was made. The outfit was completed a short time ago, and works admirably. A four-horse load can be hauled with ease over any ordinary route, the truck travelling at the rate of six miles an hour.

Mr. McElmon reports that the truck which he invented will be put on the road some time within the next few weeks, and as soon



Coal loading plant at Halifax terminals

as it is in successful operation, the "Canada Lumberman" hopes to present its readers with a picture of this novel vehicle.

Mr. McElmon is a public spirited resident, and at the last civic election was returned as Councillor for Ward 2. Outside of his lumbering activities, he is interested in real estate, and has always been a man of influence and vision in making Dartmouth a bigger, better and busier town.

The plant at Dartmouth cuts logs and Mr. McElmon has brought a lot of them to his mills from outside Halifax harbor by having logs made into rafts. He steeples each log to a cabin, and the raft is

towed with tugs to his mill, which turns out dressed lumber, as well as moldings, interior trim, etc. Quite a large business is done in the resawing of heavy timber for the repairing of ships.

Will Build Look Out Towers at Once

The Forestry Advisory Commission decided at their meeting recently in Fredericton, N.B., to recommend the construction of look-out towers for use in connection with the elaborate plans that are being evolved on modern lines for the protection of New Brunswick's forests from fire.

Three or four towers will be in use this season and will, it is announced, be connected by telephone with the surrounding country so that alarms of fire can be quickly and effectively given and organized fire fighting forces hurriedly gathered. It is believed that the suggested towers will go a long way to assisting in this important work. One of the proposed towers will be erected on top of Bald Mountain, which is at the head of the lower south branch of the Nepisiguit river and commands a most important and extensive stretch of crown timber lands. It is also proposed that the present tower of Mount Hope, Penniac, and Otterslide, on the Tobique, which were erected by the geodetic survey carried on from Ottawa. Two telephone lines will be erected during the present season, one up the Nepisiguit river from the Gloucester iron mines to the head of the laes, with a branch to Bald Mountain tower, and the other from Summit Station on the Transcontinental Railway—the watershed of the Tobique and the Miramichi river and down the Little Southwest Miramichi to connections at Newcastle.

Survey parties engaged on the classification of the crown lands have already commenced this season's work and their operations will, it is announced, be of a more extensive nature than before. Most of the work this year will be done on the Little Southwest Miramichi and Renous rivers, reaching over to the Nepisiguit, and it was said that another party will be sent into Madawaska county at an early date.

When asked as to reports respecting the quantity of lumber cut on the crown lands during the past winter the only information coming from the commission was that the growth was exceeding the cut.

Would Give Men Their Own Sawmill

Just as a test of the theories of those who advocate the nationalization of all industry, Perry D. Roe, of the Eburne Saw Mills, in the course of his evidence before the Mathers commission on Industrial Relations, recently in Vancouver, suggested that the Federal government "acquire properties now in existence and permit companies, organized and operated exclusively by the labor unions, affiliated with the Trades and Labor Council, to operate a saw mill, a logging camp, a machine shop and a cannery." All of these should, he said, be fairly large and reasonable assistance in financing should be given, and after 5½ per cent. interest and after reasonable depreciation and maintenance is provided for, all profits should be given to the employees free from income tax.

An appropriation of \$1,500,000 should, the witness said, handle the four industries named, and he suggested further that if the recommendation was adopted and the experiment proved a success it would pave the way for the more general adoption of the principle. The test, he thought, should be tried in all the provinces simultaneously.

"The trouble with the labor leaders to-day is they frankly admit," said Mr. Roe, "that their object is not to improve conditions, but to exterminate industries."

"Is it the industries or the system that they are aiming at?" was asked.

"Well, I guess it is the system," was the reply, "but men who are struggling on the verge of financial ruin are not disposed to be patient with that kind of thing."

Mr. Roe said he employed 104 men in the mills, 63 whites and 41 Orientals. They hoped to increase the staff to 150 shortly. His partner and he had hoped to make the mill a white man's mill, but found there were jobs they could not keep white men on. "No soldier applies for a job there without getting it, but many of them are not physically fit, and most of them think they are entitled to something better, and I don't blame them." He believed such public works as the Vancouver harbor improvements, and the proposed railway construction should be started up promptly. This would absorb most of the surplus labor until conditions settled.

Edwin Henry Cooke died at his late residence, 60 Shannon street, Toronto, recently, at the age of 84 years. He came from Stroud, England, to Toronto, 70 years ago and engaged in the lumber business in Toronto and Deseronto. He is survived by one son, Harold H. Cooke, of the Union Trust Co. The late Mr. Cooke was a member of the militia of Toronto for many years and fought with the volunteers at Ridgeway during the Fenian raid in 1866.

**Second Hand
Machinery &
Equipment
Wanted &
For Sale**

Quick Action Section

**Special Lots
Of Lumber—
Positions
Wanted &
Vacant**

PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 20 cents per agate line (14 agate lines make one inch). \$2.80 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 20th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

Maple and Birch Wanted

Clear Maple and Birch Squares, 2 x 2—10" and multiples, 2 1/4 x 2 1/4—10" and multiples. Box 889, Canada Lumberman, Toronto, Ont. 8-12

Birch and Basswood Wanted

Wanted. To purchase one or more cuts of Birch and Basswood for the present season. Apply Box 932, Canada Lumberman, Toronto. 10-11

Lath Wanted

Wanted—4' No. 3 White Pine Lath. State commission allowed. Mills interested please wire Charles H. Stewart, 45 Lothrop Ave., Detroit, Mich. 11

Poles Wanted

Wanted: Live Cedar, Basswood, White Pine or other straight grained, light weight poles, 10' long, 5-1/2" diameter and up, small end under bark, in carload or larger lots. If you can furnish any, describe them, and quote price, F.O.B. cars, or delivered here. G. Elias & Bro., Inc., Buffalo, N.Y. 10-13

Ash Wanted

- 2 cars 4/4 FAS and No. 1 Common.
- 3 cars 8/4 FAS and No. 1 Common.
- 3 cars 10/4 FAS and No. 1 Common.
- 2 cars 12/4 FAS and No. 1 Common.

Standard Hardwood Lumber Co.
Buffalo, N. Y.

Aromatic Red Cedar WANTED

in log, bolt, post, rail or plank form. If you have any, send samples, description and quantity.

Wm. Cane & Sons Co., Ltd.,
Newmarket, Ont.

For Sale-Lumber

Rock Elm For Sale

One small car 4/4 Rock Elm, thoroughly dry, and in first class condition. Apply at The Stratford Mfg. Co., Stratford, Ont. 9-12

Oak Timbers For Sale

Oak timber from 8 x 8 to 20 x 20, lengths 10 to 30, for boat and dock work. D. A. Webster, 50 Vernon St., Brookline, Mass. 8-13

Birch Flooring For Sale

500,000 ft. Birch flooring for sale, ready for immediate shipment. We can fill almost any order. Quotations and sample will be furnished on demand. Apply to

QUEBEC LUMBER CO.,

98 St. Peter Street,
Quebec, Que.

8-11

R. R. Tie and Sawlog Timber For Sale

Jack Pine and Tamarac Timber on berths in Parkins and Creelman townships, near Sellwood and Poole stations. C. N. R. runs through Poole.

A. McPHERSON,

Longford Mills, Ont.

11

FOR SALE

LOGS. One million feet, more or less, mostly Pine and Spruce; also Hemlock, Balsam, Basswood, Birch, Ash and Elm.

Could be cut to any specification. Shipment direct from our sawmill at Indian Station, 20 miles west of Pembroke on C. N. Ry.

No reasonable offer refused.

Fischer & Remus, Lumbermen,

Box 1010,

Pembroke, Ont.

10-11

For Sale-Machinery

FOR SALE—SAWMILL

25 H. P. Engine, 50 H. P. return tubular boiler. Three log seat carriage, overhead set, friction feed works, single edger and slab saw. All in fair order. Price \$1,000. Box 915, Canada Lumberman, Toronto. 8-11

Water Tube Boilers

Four Heine Boilers each having 115 3/4" tubes. Two 18 feet and two 16 feet long, with Dutch Ovens. All complete. Fine for Sawmill. J. L. Neilson & Co., Winnipeg, Canada. 10-11

EQUIPMENT FOR SALE

Peters' Mill, Parry Sound

1 left hand edger, 54 inch, 4 stationary saws and one moveable saw, made by Wm. Hamilton Co.

1 engine, 11 x 18 slide valve.

1 right hand Champion Edger, 48 inch, 3 stationary saws and 2 moveable saws, made by Waterous Co. (latter edger was only used two seasons and part of a third). Set of trimmers complete with chains and sprockets.

1 Patterson & Berryman feed water heater.

1 blower for Gordon hollow blast grates.

1 Riche automatic gang saw sharpener.

1 Rhodes gang saw swage.

In addition to above we have a considerable quantity of shafting, chains, pulleys, etc., all in good working condition.

Write for further particulars to

W. L. HAIGHT, Barrister,

Parry Sound, Ont.

8-11

For Sale—Band Resawing Machine

in good running order; made by the Egan Co., Philadelphia; takes 6 in. band resaws; suitable for Box Plant or planing mill.

D. AITCHISON & CO.,

Hamilton, Ontario.

8-11

High Speed Matchers

1—Berlin No. 90 High Speed Matcher with Profilers and several extra heads.

1—American No. 77 High Speed Matcher without Profiler but having several extra heads. Two real bargains.

Box 893, Canada Lumberman, Toronto, Ont. 8-t.f.

Band Saw Mill For Sale

One Waterous 9 ft. Band Saw Mill, gun-shot feed, complete with extra saws and filing equipment. Used about one year, excellent condition. The Geo. F. Foss Machinery & Supply Co., Ltd., 305 St. James St., Montreal, Que. 7-t.f.

Big Sawmill

For Sale—Complete Machinery, Transmission, Lath Mill, Filing Room Equipment, Power Plant, for 200,000 daily capacity, Double Band Sawmill. Also Burner, Machine and Blacksmith Shop Equipment, Caterpillar Logging Engine, Sleighs, etc., etc. Box 930, Canada Lumberman, Toronto. 9-t.f.

For Sale

1—17 x 24 Atlas Engine, with 36 in. x 10 ft. flywheel.

3—No. 94 Berlin Matchers, 15 in., fitted with hard steel knives on top and bottom cylinders—one pair shiplap, jointer and flooring heads with bits for each machine.

1—No. 182 Berlin Double Surfacers, 80 in. x 6 in.

1—No. 199 Berlin Buzz Planer.

1—No. 290 Berlin Picket Header.

The Otis Staples Lumber Company, Ltd.,
19-t.f. Wycliffe, B.C.

Building Sold, Machinery Must be Sold

Iron Pipe Valves, etc., guaranteed.

Boiler, 72 x 16 ft. 100 lbs.

Twin engine, bore 13 1/4", stroke 17".

3 Stickers.

17 Saws (various styles).

5 Sanders.

2 Automatic turning tables.

2 Tenoners.

2 Chain Mortisers.

4 Filing Machines (automatic).

2 Fans and Blower system.

Pulley and Shafting.

Many other Planing Mill machines.

Apply: Dominion Lumber & Coal Co. Ltd.

Hamilton, Ont.

11-14

Wanted-Employment

Advertisements under this heading one cent a word per insertion. Box No. 10 cents extra. Minimum charge 25 cents.

BANDSAW FILER, double or single cut, wants position; 18 years' experience. Can give good references. Box 947, Canada Lumberman, Toronto. 11

FIRST CLASS BAND SAWYER wants position. Can deliver the goods. Right hand rig preferred. Box 941 Canada Lumberman, Toronto. 10-11

MANAGER OF RETAIL LUMBER BUSINESS desires to make change. Twenty-five years' experience in lumber, including several years' travelling. Box 939, Canada Lumberman, Toronto. 10-12

POSITION WANTED by a first class man who knows the lumber business in general, from the lumbering to the retail yard. Could supply best references. Apply to 700 4th Avenue, Maisonneuve, Montreal. 10-11

Position Wanted

Lumberman experienced in all branches wishes position, outside work; ten years on road. References. Apply Box 937, Lumberman. 10-11

POSITION WANTED with Planing Mill Firm by a young man (aged 28), who has for the last nine years been employed with a large Ontario Firm manufacturing the highest class of lumber, matched goods and cabinet work; has been engaged in the office for the past seven years and is thoroughly familiar with the Estimating, Selling and Shipping end of the business. Apply Box 946 Canada Lumberman, Toronto. 11-13

Wanted-Employees

SALESMAN with Eastern connection to sell B. C. Timbers, Yard Stock and Shingles, on Commission. Box 929, Canada Lumberman, Toronto. 10-11

Competent machine man wanted for planing mill out of City; steady employment. Reply, stating experience and wages expected to Box 944 Canada Lumberman, Toronto. 11

TRAVELLER wanted—A bright young man, knowing the Planing Mill and Yard trade in Eastern and Western Ontario, to travel for a Toronto Wholesale Lumber Firm. Apply, stating experience and salary expected, to Box 942, Canada Lumberman, Toronto. 11

Business Chances

Veneer Plant For Sale

Up to date Veneer Plant for sale, with good box business. This is a good, going concern, making money; a good chance for anyone who understands timber. Apply Box 934, Canada Lumberman, Toronto. 10-11

Saw Mill Plant For Sale

Practically new and modern Saw Mill Plant, capacity about 30 Million feet per annum, located in the Interior of British Columbia on a beautiful inland lake and on the main line of the Grand Trunk Pacific Railway. About 500 Million feet of timber on and adjacent to Lake (about 90% Spruce) and another Billion feet available at reasonable prices. Natural conditions ideal for economical logging, manufacturing, piling and shipping. An advantage of about \$4 per thousand feet in freight rates to the Prairie Provinces over Coast shipments. This property offers unlimited possibilities as a lumber, pulp and paper property. Would consider selling a half interest. Terms reasonable.

A. C. FROST COMPANY,

134 South LaSalle Street,

Chicago, Ill.

5-t.f.

FOR SALE

Modern Retail Lumber Yard

Fully equipped for business, located in a bustling Pennsylvania city. Great opportunity for big business. Financial reference required. Box 914, Canada Lumberman, Toronto, Ont. 8-11

For Sale

Building and Machinery of good Double Cut Band Sawmill, well equipped with steam feed, canter, loaders, etc.

If you want a good mill, address Box 762, Canada Lumberman, Toronto, Ont. 15-t.f.

Contractor Wanted

We own timber limits in township of Proudfoot containing twenty-three square miles. Estimated to cut seven million feet each of soft wood and hard wood. We wish to contract by the thousand with some reliable Mill Owner to remove this timber from the stump, saw and deliver it on board cars at nearest railway station. Operations to commence this Fall.

THE WILSON LUMBER CO., LTD.,
11-12 Confederation Life Bldg., Toronto.

Timber Limit Wanted

WANTED—Softwood Limit of 100 million or more standing timber, with or without mill plant, conveniently located to transportation. Please address reply, giving full particulars, to Post Office Box 284, Montreal.

9-12

Miscellaneous**Sale of Timber Berths**

Tenders will be received by the undersigned up to and including Wednesday, the 16th day of July next, for the right to cut the Red and White Pine Timber on the following Townships, viz.:

DISTRICT OF ALGOMA

Mississauga Forest Reserve,
Township "C".

DISTRICT OF SUDBURY

Township of Teffer.
Township of McConnell.
Township of McNish.
Township of McNamara.

DISTRICT OF NIPISSING

Township of Kenny,
Township of Sisk,
Township of McCallum,
Township of McLaren,
Township of Charlton.

Also, tenders will be received by the undersigned up to and including Wednesday, the sixteenth day of July next, for the right to cut various classes of timber on Township "U", in the Mississauga Forest Reserve, in the District of Algoma.

The terms and conditions of the sale containing full particulars, and also maps showing the berths offered for sale, may be obtained upon application to the undersigned, or from Mr. Charles Henderson, Crown Timber Agent, Sudbury, or from Mr. J. T. McDougall, Crown Timber Agent, North Bay.

G. H. FERGUSON,

Minister of Lands, Forests & Mines.
Toronto, May 14th, 1919.

N.B.—No unauthorized publication of this notice will be paid for. 11-14

Efficient Operation of the Dry Kiln

Considerable study has been devoted to the drying of lumber of late years, so that to-day kiln drying has been reduced to an exact science.

Too much attention cannot be given to the process of drying lumber as the lasting quality of the product depends primarily on the moisture content of the lumber that goes to make it up. There should not be any room for guess work. All stock should be thoroughly tested before being removed from the kiln. A standard of moisture content and shrinkage should be set and rigidly adhered to.

It is a mistake to take lumber

right out of the kiln and commence working it up. It should be left on the cars about twenty-four hours before being disturbed. This not only allows the lumber to cool off, but gives the grain of the wood a chance to set. When it is necessary to store the dry lumber for a time a proper shed or room should be provided and the stock should be kept warm and free from moisture. In storing dried stock it should never be piled in a stack or dead pile while it is warm or in a hot condition, but should stay on the kiln car until it has cooled thoroughly. Another point is that lumber that is to be stored should be dried to a lower point than stock that is going to be worked up immediately. The reason for this is that stock in storage, even under the best of conditions, is bound to absorb more or less moisture from the surrounding air. The drying to a lower degree of moisture content counteracts this to a certain extent.

Different manufacturers have different methods of drying and testing but the results achieved are practically the same. A moisture content of from four to five per cent. gives very satisfactory results. Lumber that is too dry presents just as many problems as stock that is not dry enough.

Open joints are the bane of the life of the average wood manufacturer. This trouble often occurs as the article is about finished or even after being ready to ship or shipped. The producer immediately thinks that the stock was not thoroughly dry when removed from the kiln and blames the man in charge of the drying.

When a truck load of lumber is taken from the kiln and tested and found to contain four per cent. moisture it is dry enough to be made up and if properly handled when going through the factory no trouble will be experienced. On the other hand if the stock is stored in a room where the atmosphere contains from six to nine per cent. humidity the lumber will absorb a considerable quantity of this moisture. The humidity of the air in the machine, cabinet and finishing room will probably vary the same amount. I claim that it is the difference in humidity of the air after it leaves the kiln that causes the loose joints.

When air dried lumber is first placed in a kiln it should be steamed for about forty-eight hours. This steaming softens the wood and allows the internal moisture to escape. It is a serious mistake to use too high a temperature on fresh lumber. High temperature in the early part of the drying process causes the stock to case harden and honey-comb.

In drying freshly cut lumber, after steaming, the air should contain 30-40 per cent. humidity and have a temperature of 160-165

with plenty of circulation in the kiln. Without good circulation the wood cannot be dried properly.

The process should be varied according to the thickness of the stock to be dried. Never attempt to dry thick and thin stock in the same compartment. The thicker stock should all be kept together and dried separately. For this stock the steam should be kept on for ninety-six hours. The humidity should be held for a longer period and the temperature should not be raised as quickly as the case when drying thinner stock. It is a good plan to raise the temperature every twenty-four hours until the maximum temperature is attained.

New Executive at the Helm

It is definitely announced that Sir George Bury, until recently vice-president of the Canadian Pacific Railway Company, has been elected president and chief executive of the Whalen Pulp & Paper Mills, Limited, with offices at Vancouver.

The connection of so prominent an executive with the Canadian pulp and paper industry is regarded as a step that will mean a great deal to the industry, its further growth and solid expansion, for Sir George is a man with a large industrial and railroad experience.

Sir George Bury was born in Montreal on March 6th, 1866. He received his education at the Montreal College, and in 1883 he entered the service of the Canadian Pacific as junior stenographer in the office of Sir Thomas Shaughnessy, who was then plain T. G. Shaughnessy, general purchasing agent of the road. From this time his advancement, due to his undoubted ability and keen grasp of affairs, was rapid. It was while serving as private secretary to Mr. Shaughnessy that his abilities as a railroad man quickly became apparent, and he was given various important posts all over the company's lines, in which he bore himself with distinction.

BELTING FOR SALE

We have a large quantity of Second-Hand Rubber and Leather Belting in all sizes and plys up to 24 inches in width, which we can sell at interesting prices. Send us your requirements.

N. SMITH

138 York St. - Toronto, Ont.

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Consulting Forester
Globe-Atlantic Bldg.

ST. JOHN - N. B.

Timber Estimates**James W. Sewall**

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**Timber Estimates and Maps
Plans for Logging Operations**

Bangor, Maine

DR. BELL'S**Veterinary Wonder Remedies**

10,000 one dollar (\$1.00) bottles Free to horsemen who give the Wonder a fair trial. Guaranteed for Colic, Inflammation of the Lungs, Bowels, Kidneys, Fevers, Distemper, etc. Send 26c for Mailing Package, etc. Agents wanted. Write your address plainly. DR. BELL, V.S., Kingston, Ont.

HORSES**UNION STOCK YARDS**

OF TORONTO, Limited

"Canada's Greatest Live Stock Market"
Capital, \$1,500,000. Two Hundred Acres. Dundas St. cars to Keele St., West Toronto. Auction Sales every Wednesday. Private Sales Daily.

Correspondence Solicited.

WALTER HARLAND SMITH

Manager Horse Dept.

Review of Current Trade Conditions

Ontario and the East

There is not a great deal in the way of a radical change in the general lumber situation at the present time. Values are being well maintained and certain prices on the upper grades of hardwood have increased considerably. It is now being generally accepted that there is no likelihood of cheaper lumber. Builders and contractors are becoming reconciled to the fact, and were it not for the industrial unrest which prevails at the present time, a better general feeling would be created and more house construction undertaken. As it is, a large number of the municipalities have taken advantage of the provisions of the Government housing schemes, and are going ahead with rather ambitious undertakings. This should relieve the shortage in domicile accommodation in a number of congested centres, such as Welland, Midland, Sarnia, St. Catharines, and other towns.

The price of B. C. shingles is ascending all the while, and it is difficult to keep tab on values, which are changing from day to day. Just how high the figure will go seems to be an unknown fact. Deliveries are not rapid and many firms are making all sorts of inquiries for larger quantities and more prompt delivery.

There has been a general advance in all lines of B. C. forest products and some Eastern representatives have been notified not to take any orders without first advising the mills by telegraph in order to learn the latest quotations and what stock can be supplied.

Practically all the saw mills in the East are now under operation, the labor situation is good, and the recent rains have enabled drives to be brought down in fine shape. On the whole, however, the cut of many mills will be smaller than that of last season, owing to the open winter and the shortage of help at the beginning of logging operations.

There is some hope that the export prospects will improve with the first of the month, and that more cargo space will be released by the British Ministry of Shipping for commercial purposes. As it is now, owing to the paucity of bottoms, large quantities of lumber are piled on the docks in Montreal, Quebec, St. John and other ports. It is said that one of the large Eastern firms recently secured orders from Europe for \$6,000,000 worth, most of which was new Canadian business.

The various Lumbermen's Associations have been trying to secure from the Canadian Government and transportation companies some concession in the way of space and reduction in freight but have not been able to do so. Even the large quantities of white and red pine deals purchased by the British Timber Controller in Eastern Canada are not moving with any degree of rapidity. The rate now being paid by the British Government for timber runs about 250 shillings per std. (1,980 feet) as compared with about 30 shillings per standard before the war, or in other words, carriage is eight times higher than it was in 1913 and 1914.

Word has been sent out from Ottawa that special commissioners of the Department of Labor are probing production costs of lumber concerns in order to ascertain whether companies are making unfair profits. This will be news to most members of the industry and the "Canada Lumberman" learns that the inquiry is now proceeding quietly, but the mill men are not in the least alarmed. In these times of industrial unrest, ascending quotations, high cost of living, and the general disarrangement due to the close of the war and the transition to a peace footing, most people will believe any wild rumor afloat, no matter how improbable or visionary. It has been charged by a few that lumber concerns have been making undue profits. The fact is that in comparison with steel, plumbing, brick and other building requisites, advances in lumber such as hemlock, white pine and spruce, have been very small. If the Canadian Government has any idea that big "spreads" have been made, its commissioners should wait until they see some of the prices next year. The hours of labor are being shortened, new demands are being made by the men upon the companies for extra pay, freight rates are likely to take another jump—in fact, everything pertaining to the production and distribution of wood goods is climbing steadily.

The "Canada Lumberman" has interviewed many representative retail concerns in various parts of the Dominion and with scarcely an exception, they all feel that lumber will not only hold at its present level, but is eventually bound to go higher. Builders who are holding off are making a grave mistake. A new order of things has been ushered in and the sooner Federal authorities, general con-

sumers, wholesalers and retailers recognize the new status of affairs, the better it will be for their peace of mind, the stability of the trade and solidity in operation, investment and readjustment.

Great Britain

Conditions in the British market and the general situation regarding the present and future are pretty well summed up in the report sent by A. C. Manbert, of Toronto, to the members of the White Pine Association of Ontario. Mr. Manbert's letter is well worth a perusal, as he has gone carefully into various phases of the trade, pointing out the factors in favor of the development of Canadian timber trade with the Mother Country, and at the same time disclosing the obstacles that beset the pathway of expansion in export business.

There is a more general desire on the part of the trade to get back to normal conditions. The rate of progress has not been as rapid as was expected, owing to many unforeseen barriers. However, advancement is being made, and in a few months, every avenue of business will be open, and operating on a pre-war basis. There is still much improvement to be desired in the shipping situation and a shortage of tonnage creates a dearth of trade. There is an increase each week in the imports of foreign grown lumber, but the volume is still a long way from what it was in normal times. Speaking of other contributing factors, the "Timber Trades Journal" says: Apart from this, there is also to be taken into consideration the fact that private trading, having been dormant for so long, when it does attain to full strength, it will be considerably greater in volume than it was in pre-war times. This is accounted for by the natural growth in trade, which, like the hedgerow after it has been clipped, bursts out afresh in countless other places. So is the case with business—the more it is pruned the thicker it grows.

The whole delicate fabric of the world's commercial trade has been built up on credit. From the gigantic undertaking to the smallest industrial concern, the need of credit is one of the vital problems which affect its entire existence. It would have been impossible to bring the war to a successful conclusion without its aid, and in like manner it will prove to be the salvation of the commercial community when business attains pre-war activities. Since the war, credit has been crippled, and cash transactions have been the order of the day, but without the help of credit it would be impossible to expand business operations, and eventually it will return, as confidence in the market grows stronger.

Sir Robert Horne, Minister for Labor, says that the Government has in contemplation the building of 100,000 houses during the next twelve months. "I look to the immediate future with the greatest possible hope," said Sir Robert. "We are on the verge of great industrial movements in this country. The Government has a complete programme at the present time which aspires during the next twelve months to set up 100,000 houses. That was practically the high-water mark of house-building in this country before the war. At that time there were 250,000 more people in the building trade than are employed in it to-day, so that you can see the extent to which building schemes of that kind will drain the industry of unemployment. In addition to that, local authorities are putting in hand works to the extent of £15,000,000. The Road Board has just passed a preliminary scheme of £6,000,000 for road-repairing, and when the Ways and Communications are set up we shall have an enormous development in the use of railways and thus obtain all the necessary material. We are relaxing all restrictions on trade, and Manchester and Lancashire are already beginning to feel the effect. Trade is commencing once more to flow in its normal channel. If within the near period we obtain the great gift of peace, for which men's hearts have longed for so many bitter years, I have supreme confidence that the spirit of enterprise will again reanimate this country, and set our industrial life beating once more with a steady pulse and a strong heart."

United States

The country in general feels it can look into the future with more confidence and assurance than for some time past. Peace has been practically concluded, the last Victory loan campaign is over and readjustment is making progress. Conditions are becoming more settled. With the general improvement there is a noticeable betterment in all around trade feeling. Building is becoming more active and the orders to meet future requirements are growing steadily. This gives an indication that market values will be maintained.



View of Mills in Sarnia.

BUY THE BEST

Retailers and woodworking establishments who like to get A1 NORWAY and WHITE PINE LUMBER always buy their stocks from us because we can ship them on quick notice. It pays to have the goods, but it pays better to "deliver" them.

We also make a specialty of heavy timbers cut to order any length up to 60 feet from Pine or B. C. Fir.

"Rush Orders Rushed"

Cleveland-Sarnia Sawmills Co., Limited

SARNIA, ONTARIO

B. P. BOLE, Pres. F. H. GOFF, Vice-Pres. E. C. BARRE, Gen. Mgr. W. A. SAURWEIN, Ass't. Mgr.

The demand for all kinds of hardwood is active and production is not equal to the number of requisitions. On a number of items prices have advanced considerably, and it is in the upper grades that the biggest movement is taking place. On some lines quotations are changing from day to day. With the improvement in weather conditions from this out, it is expected that the output will be increased.

In Southern pine stocks are still limited and orders are in excess of the output. All grades of flat grained flooring are in active demand, and during the past three weeks, prices have shown considerable advance. The labor situation is still complicated, and although wages are higher than ever before, a number of negroes have left to work in the cotton fields. In certain sections excessive rains still retard logging and shipments. The demand for white pine is steady, and operators in the North intend to do more logging than usual so as to be in a more advantageous position to cater to the wants of the trade at the end of the season. The "American Lumberman" reports that production is coming along nicely in the Western part of the Canadian white pine belt, although it is hardly probable that a normal amount of white pine will enter the United States this year.

In Buffalo, Detroit and other cities, home building is greatly on the increase. The lake lumber trade will shortly start up, and freight shippers talk encouragingly. Shippers are quite busy, finding it an advantage to move freight by water. Western lumber prices have gone up so high that some Eastern lumbermen hesitate to buy. Leading business firms, familiar with general conditions, predict higher figures for lumber and labor. Labor conditions are still unsettled. With a normal state of affairs, however, there is no doubt that building will receive a greater impetus than ever. Many of the permits taken out are for garages.

For the last six weeks red cedar shingles have advanced on an average of about 2½ cents a day, until at the time that this is written clears bring from \$3.95 to \$4, Coast basis, with *A* shingles selling for about \$1 less. The shingle mills are doing all possible to stimulate the production of cedar logs and also to cut as many shingles as possible. The supply may catch up with the demand and, when this occurs, unless manufacturers immediately curtail production there will be a drop in the market. When this will occur no one can tell. The demand for redwood shingles is very good and some buyers are turning to the redwood district to secure their supply because of the scarcity along the north Pacific coast.

Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD**

St. John Expects Freer Movement of Stocks

The past two weeks has seen no change in the lumber situation at St. John. All the mills are sawing right along without any change. No sales have been made, but more numerous inquiries are coming both from American and English buyers, especially English. It has been hinted that more tonnage is to be granted in the very near future and during the next two weeks they shall anticipate moving some stocks for European ports.

Prices in United States have improved about \$2.00 per M. over the early spring and winter. Business in general in United States is not as bad as heretofore, and a more optimistic feeling is on the move. A great number of buyers have visited the West Coast and made large purchases of Western fir, but as the sizes bought are largely of a wide and large dimension, it is not having any great influence upon the Eastern spruce.

Foreign markets are calling for smaller sizes which can be had in large quantities in the East where the logs are smaller but of a firm construction and much better for house building purposes. With the large demand for British Columbia products the Western manufacturers have advanced their lists from three to five dollars per M. This will, therefore, have a tendency to steady prices of Eastern spruce; especially do these advances apply to flooring and sheathings, and Eastern spruce board should find a ready market in the very near future. Refuse lumber is very slow selling at the present moment and is accounted for by very little house building over the Eastern provinces. Local trade shows some improvement, largely in interior finish and special repair work, and general improvements but no large buildings are being erected.

The drives on the head waters of the St. John are practically all out of the brooks into the main corporation, and if the water holds will all get to the booms at Fredericton. At the present writing only about fifteen out of forty have arrived in the booms at Fredericton.

Ottawa Looks for Still Higher Lumber Prices

Conflicting reports as to the amount of business done together with special information that Sir James Ball, the British Timber Controller, had decided to purchase altogether in Canada one billion feet of lumber, featured the Ottawa lumber market during the closing period of May.

Reports from manufacturing circles indicated that business had picked up, and that orders and inquiries were increasing. On the other hand from wholesale and retail sources it was pointed out that such information was for the purpose of trying to influence the wholesalers into buying and putting the prices up.

According to some reports from wholesale and retail sources the May business proved a disappointment, or fell short of what it was confidently expected beforehand that it would be. The volume of sales was perhaps greater than during the war years, excluding the sales of shell box stock.

Building grades according to the retailers did not move as fast as expected. The stock sold was chiefly for repairs, with a few orders for new buildings. The volume of building operations aside from residen-

tial dwellings was considerably in excess of last year, or any year since the war began. Work on the Booth building at the corner of Slater and Bank streets which will cost anywhere from a quarter to half a million dollars is well under way and when it is completed will furnish Ottawa with its first underground departmental store. The excavation has been completed to a depth of twenty-four feet and there will be two stories underground.

The reconstruction of the Federal Parliament Buildings, the new Government "Hunter" building, the remodeling of the old Arcade building, and the commencement of work on the Loew theatre enterprise, all added to the utilization of lumber. The lumber, sash and door, and interior fittings with the exception of the Daly, Loew and Booth buildings was practically already contracted for.

Reasons and opinions vied with each other as to the possibilities of lumber sales during the immediate future. From manufacturing sources it was reported that trade both Canadian and foreign had picked up considerably during the last two weeks and there had been more orders and requires. This was given to mean that the tone of the market reflected the confidence of wholesalers as to the future and the assumed belief on their part that good business was ahead and that existing prices were not going to come down.

Gauged generally a tendency exists on the part of the manufacturers to further advance prices.

With wholesalers and retailers the present demand, which is not up to their previous expectations, is attributed largely to the present industrial unrest, in the ranks of building labor. "With the way the industrial and labor situations are at present persons who would build are holding back, because they do not know when their buildings are going to be completed or when another strike is going to be called," was the explanation of one prominent Ottawa dealer.

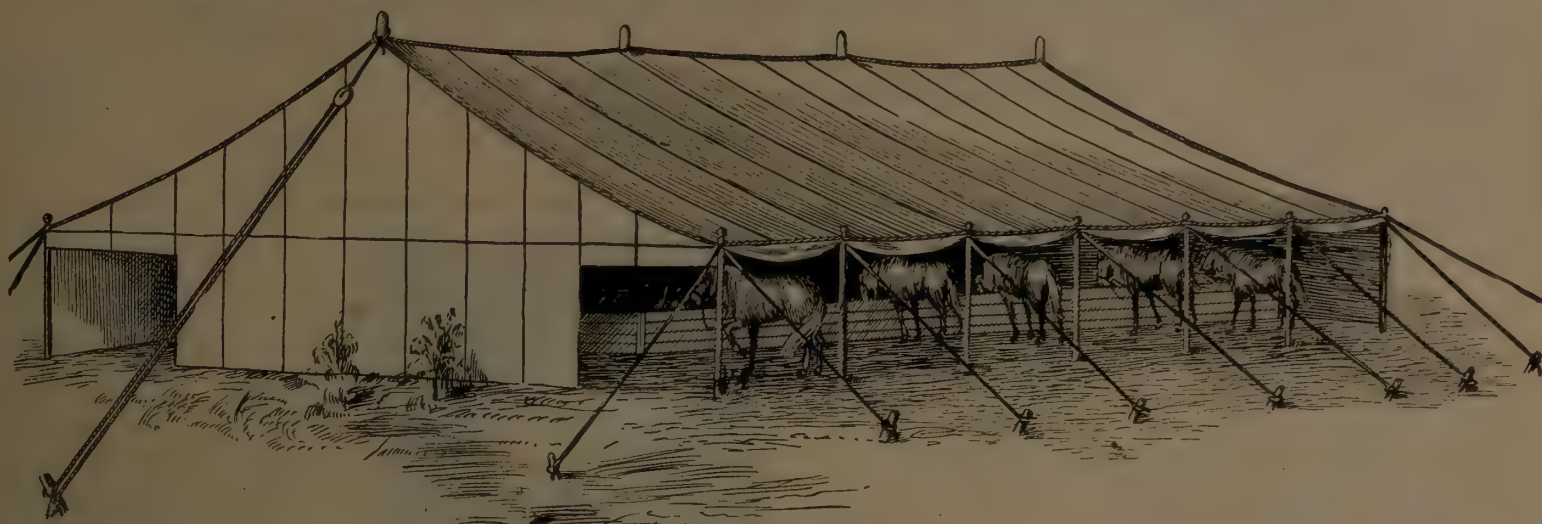
In connection with the reported purchases of the British Timber Controller, Sir James Ball, of one billion feet of lumber in Canada, it is pretty well understood that of this amount only between one and one quarter and one and one half million feet was purchased from firms in the Ottawa Valley. The average purchase price for Canada was around forty dollars per M. Should this actually be so it would mean between fifty and sixty thousand dollars worth of trade to the Ottawa Valley. In addition to any purchases of lumber, practically all of the available supply of white pine deals in the Ottawa Valley were purchased. The price at which the deals sold was not announced.

One of the most interesting rumors which it is understood was causing considerable concern to manufacturers, was that Western lumber was coming unto the Eastern market at a price which would not permit of competition with Eastern quotations. The explanation given by a leading Ottawa Valley manufacturer was that during the war a great deal of stock had been purchased in the west, subject to specifications, for use in the building of aeroplanes and aircraft.

"The specifications demanded that the stock to be accepted must be flawless and A. 1. stock. A great amount was cut and large portions of it rejected. The rejected stock is being placed on the Eastern market now, at prices with which we cannot hope to compete with any profit," was the comment of one lumberman.

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WE ARE READY With a Full Stock of River Driver, Cookery and Sleep Tents, Tarps and Straw Ticks

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Special Prices

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Baughman's "Buyer & Seller." The handiest labor-saving book for lumbermen ever devised. Desk size, 300 pages, \$2.50. Pocket edition, 188 pages, \$1.25.

"Baughman's Cost Tables" for figuring cost of any article by the foot, piece, pound or ton. 127 pages, 5 1/4 in. by 7 in. Price, flexible leather, \$1.50; flexible Morocco, \$2.50.

Chapin's Lumber Reckoner, valuable in the saving of time, labor and errors. Size 4 in. x 7 in., 171 pages. Price, cloth binding, \$2.25, Morocco, \$3.25.

"Climax" tally book, bound in sheep, with hand straps. Size 4 1/4 x 8 3/4, 110 pages. Price \$1.00.

"Lumberman's and Logger's Guide," just published by the author, Bernard Breton, size, 6 in x 9 in., 136 pages, dealing with the merits and uses of Douglas Fir, California Redwood and the

leading Commercial Woods of the Pacific Coasts. Contains Log Tables and other useful information. Price \$1.00.

"The Kiln Drying of Lumber," a Practical and Theoretical Treatise, by Harry Donald Tiemann, M.E., M.F. Just published by J. B. Lippincott Co. 316 pages, illustrated. Price \$4.

Seasoning of Wood: A Treatise of the Natural and Artificial Processes Employed in the Preparation of Lumber for Manufacture, with Detailed Explanations of its Uses, Characteristics and Properties, by Joseph Wagner. Published by D. Van Nostrand Co., in 1917. 274 pages, illustrated. Price \$3.00.

The Preservation of Structural Timber, by Howard F. Weiss. Published in 1915 by McGraw-Hill Book Company, 312 pages, illustrated. Price \$3.

Utilization of Wood-Waste (Second Revised Edition), by Ernst Hubbard. Published in 1915 by Scott, Greenwood & Sons. 192 pages, illustrated. Price \$1.50.

Vest Pocket Ready Reckoner for Lumbermen. 11th edition. Published by the American Lumberman. Price 35 cents.

Ideas and Suggestions for Interior Trim

Read the series of Illustrated articles on the above subject by W. H. Shaw now running in the Canadian Woodworker. Subscription price of this publication, 100 pages monthly, One Dollar a year.

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CANADA LUMBERMAN

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TORONTO

Considerable Improvement in Montreal Trade

Trade is slightly better in Montreal. The yards are buying a little more freely, exports are going forward fairly well, and American inquiries and orders are more satisfactory. Although business is not at a very high standard, the outlook, particularly locally, is more favorable, provided always that labor troubles are avoided. Some of the branches of the building trade are very restless, and are making demands which are regarded as preposterous. There is a chance that action will be taken on the Montreal housing scheme. This has been held up owing to a hitch in the appointment of a chairman of the Commission, but this has been straightened out, and it is likely that prompt action will be the order of the day. More building is coming out, but the season is not likely to be very active. The hopes entertained by some that costs would come down have now to be given up, as costs are likely to increase.

Lumber prices still remain firm, and the tendency, it is held, will be more in the direction of advances than declines. The view is that the buying for British Government account will prove of immense benefit to the Canadian domestic market.

Wholesalers doing business with the States, report an improved demand. Lath is being bought more freely, and prices are better.

A fair amount of lumber is being shipped to the United Kingdom largely on account of the British Government. Commercial shippers of every description are assigned 30 per cent. of the total cargo space; this was changed to 50 per cent., but it quickly reverted to the former proportion. There is, in fact, a shortage of tonnage, and from present indications, British Government owned lumber will take a long period to be shipped to the other side. Rates have stiffened, and are now about 350 s. per standard. Tonnage will be a very important factor in Canada filling her foreign orders. The inquiry for sashes, doors, etc., from Australia is a case in point. The chances are favorable to B. C. manufacturers securing such an order, and here again the question of tonnage and rates will be of great importance.

The Lumber Situation in the West

Considerable improvement has been noted in the log and shingle business of British Columbia during the past fortnight. Orders are materializing both in shingles and logs from parts of the country not heard from in many instances for eighteen months. South of the international boundary operators are experiencing the same activity, one man stating that last week he sold a car of shingles at the highest price he had obtained in twenty-five years.

Locally the usual number of shingle orders are being received from the Eastern States, while Eastern Canada is also being heard from. Business is also developing from the prairies, where there has been no market for British Columbia more than a year.

The number of houses under construction in Greater Vancouver is also adding its quota to mill activity. For the present the mills are filled with orders sufficient to last for thirty days or more. The log supply is none too good, due to the fact that the camps which switched from cedar to spruce are slow in returning to their original line. If building keeps up as it is anticipated by the shingle men, the mills will be kept busy for the rest of the year.

The shingle school which is under operation by the Shingle Agency of British Columbia for the benefit of returned veterans, is still working at capacity at the foot of Wall Street, and already several qualified sawyers have been passed as competent. There is a demand for white sawyers in different parts of the province and good wages are being earned by the new recruits in the shingle business.

Logging conditions are also fairly good, there being no accumulation of logs at the booming grounds although there is a little hemlock on the north side of the Inlet, due to offal from the spruce camps being used for pulp requirements. Fir and cedar are in good demand and the output is disposed of as fast as the logs are marketed.

Pitch Pine Export Operations

Mr. A. L. Williams, who is well-known to the trade, and has also an extensive connection with timber shippers by his extended visits to the various timber-producing countries, is now established in business with temporary offices at 80, Gracechurch Street, pending the possession of more commodious offices, says the "Timber Trades Journal" of London, Eng. The style of the firm is A. L. Williams & Co., and it is announced that they have just been appointed United Kingdom agents for the American Pitch Pine Export Co., of New Orleans; with the formation of which company, and the preparations made by it for the handling of export business, there may be said to have come into existence the first real lumber export combination in the United States formed under the Webb-Pomerene Act on a large scale. The mills composing it comprise some of the most important in the eastern part of the yellow pine territory that is east of the Mississippi, and have always been large producers of export stock, so that they are most advantageously situated to handle a large

volume of business; and they have selected to head the company with their most experienced and capable men. All the directors, officers, and committee members are thoroughly conversant with the requirements of the foreign lumber markets, and have made a success of that branch of the trade. Mr. Williams is also vice-president of the Central Timber Export Co., of New York, which is one of the largest producers and shippers of all American hardwoods in the States, and embraces the Walnut Export Sales Co., New York, which is a combination of about 90 per cent. of the walnut manufacturers of the United States. The firm are also agents for the A. C. Dutton Lumber Corporation, of Springfield, Mass., whose operations on the Pacific coast and assembling yard at Poughkeepsie, just above New York, puts them in the best position to make immediate shipments of Pacific coast products.

Mr. Williams is well acquainted with the industry in Canada, and has paid frequent visits to the Dominion.

The New Manager for Price Bros.



J. L. Apedaile, Montreal, P.Q.

J. Leonard Apedaile, who has been appointed managing director of Price Bros. & Co., Ltd., Quebec, and will have charge of their various pulp, paper and lumber activities, with headquarters in the ancient capital, is of English descent, being born in Essex, England, in 1880. After completing his education at Edinburgh university, he became an apprentice with a chartered accountant in Edinburgh, in 1898, and later assistant to the George A. Touche Co., chartered accountants, London, England. Eight years ago Mr. Apedaile came to Montreal and opened up a branch of George A. Touche & Co., who are established in London, Eng., as well as in many cities in Canada and the United States. He served with the Montreal Heavy Brigade, Canadian Artillery, qualifying as lieutenant in 1912, and has acted as Adjutant to the Brigade since 1914. Mr. Apedaile has disposed of his partnership in the George A. Touche & Co. in order to devote his full time and attention to his new and responsible duties. He is a member of several clubs, and his recreations are equitation, golfing and motoring. He is a life governor in the Montreal general hospital, and has been a director or vice-president of several Montreal concerns.

Australia Requires Canadian Lumber

Immediate openings for Canadian export trade, amounting to many millions of dollars, are outlined in a cable message received from D. H. Ross, Canadian Trade Commissioner, Melbourne, Australia, sent to the Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa.

The text of the cable runs: "Commonwealth Soldiers' Homes Department, just constituted, is adopting an aggressive policy with an ultimate expenditure estimated at about fifty million pounds sterling (\$250,000,000). They desire within a fortnight cabled c.i.f. quotation, say in the first instance, for Sydney and Melbourne, for comparison with Scandinavian and American quotations, the following quantities of goods with delivery within the next twelve months:

"Sixty thousand four-panel standard doors, 1½ inches (think the ultimate quantity required will be about half a million doors, spread over six years); 120,000 sashes within the first year, size 6 feet by 2 feet, 10 inches by 1½ inches thick; 70,000 superficial feet tongued grooved flooring, dressed one side, size 4 by 1 inches, in first year, with a similar quantity in the following four years, and a similar quantity also of linings, size 4 inches by half or three-quarter inches. I suggest immediate conference at Vancouver. Pacific spruce is likely to be acceptable if cheaper for flooring and lining."

Timber Revenue From Indian Reserves

During the license year 1918-19, sales of timber and cash receipts for timber cut on the Indian reserves of Canada, produced a total revenue of \$258,274, according to a statement issued by the Interior Department. The report states that during the war the Indians in certain parts of the Dominion contributed an appreciable quantity of raw materials for the manufacture of airplanes and for use in the distillation of acetone in the manufacture of high explosives.

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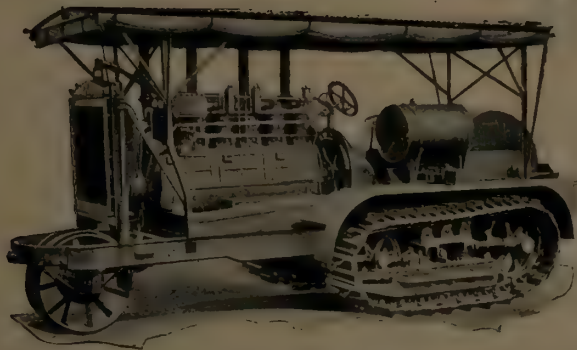
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PLEASE NOTE. We pay cash against all documents, and take the whole of the Delcredere risk on Buyers.

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Four New 120 H.P. Holt "Caterpillar" Tractors

Property of the British Government. Shipment cancelled on account of armistice.

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They will serve you on the farm and in the forest as they served the British Empire in the field.

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90 St. James Street

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 800,000 ft. 2 x 4, 5, 6, 7, 8, 9, 10 in. ... 10/16 ft.
 ... 500,000 ft. 3 x 4, 5, 6, 7, 8, 9, 10, 11 in. ... 10/16 ft.
 200,000 ft. 3 x 6, 7, 8, 9, 10, 11, 12 in. ... 17/28 ft.
 SPRUCE (Mill Cull)
 800,000 ft. 1, 2, 2½, and 3 in.
 WHITE PINE (Mill Run)
 1,200,000 ft. 1, 1½, 1¾, 2 and 3 in.
 HEMLOCK (Merchantable and Mill Cull)
 500,000 ft. 1, 2 and 3 in.
 BASSWOOD (Mill Run)
 200,000 ft. 1, 1½, 1¾, and 2 in.
 BIRCH (Mill Run)
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EDGINGS

Ontario

N. Cluff & Sons, of Seaforth, Ont., are erecting an addition to their planing mill. It is 40 x 100 feet, one storey high, on concrete foundation.

In a small fire which broke out recently in a big block of trimmings piled on the yard of the Keewatin Lumber Company at Keewatin, the loss was about \$5,000.

The Abitibi Power and Paper Company, of Iroquois Falls, is making excellent progress, and it is said that all deferred dividends will be paid before the end of the year.

The action by J. B. R. McLaughlin against James Davidson's Sons, of Ottawa, to recover \$10,000 commission on the sale of lumber was dismissed by Mr. Justice Kelly, of Toronto.

The steamer City of Midland, owned by the Collingwood Steamship Co., was recently burned at Collingwood, while lying on the wharf at the west side of the harbor. She was valued at \$12,000 and partly insured.

A charter has been granted to Smith and Stone, Limited, Toronto, with a capital stock of one hundred thousand dollars to carry on the business of builders and general contractors and to buy and sell lumber, pulp, paper, etc.

A federal charter has been granted to the Dominion Towing and Wrecking Co., Ltd., with headquarters in Midland, Ont., and a capital stock of \$250,000, to carry on the business of towing and wrecking, and to own, charter and sell ships, ferry boats, tugs, dredges, etc.

The Brennen planing mill property in Hamilton has been sold to Wood, Alexander & James, wholesale hardware dealers, who will erect a large modern warehouse on the site. The machinery is being sold by the Dominion Lumber & Coal Company, Limited, of Hamilton.

The Ontario Safety League is adopting several progressive measures. It has been decided to authorize the purchase of 1,000,000 safety stickers for distribution. Another progressive move is having a cartoon contest open to all artists in Canada, and also to have the pupils of Ontario schools enter into competition in writing essays on Safety.

London Shipping Containers, Limited, London, have been granted a charter with a capital stock of fifty thousand dollars and headquarters in London, to manufacture, buy, sell and deal in paper, cardboard, wooden and metal containers, boxes, barrels, pails and bags. Among those back of the enterprise are Thomas H. Lacey, George W. Stephenson and William J. Reid, of London.

McGibbon, Limited, with a capital stock of one hundred thousand dollars and head offices in Sarnia, have been granted a provincial charter, to manufacture, buy, sell and deal in lumber, timber, and building materials of all kinds. The incorporators of the company are John McGibbon, John H. McGibbon, and Donald McGibbon, lumber dealers, of Sarnia, and Donald White accountant.

Panels, Limited, with head office in Toronto, and capital stock of twenty thousand dollars, have been granted a charter to manufacture all kinds of wood veneers, to buy, sell and deal in wood and other panels and wood products generally. The incorporators of the company are Joseph A. Houde, Hebert T. Brewitt, Robert C. Stock, Gordon A. McElhinney and Ernest Houde, all of Toronto.

The Port Hope Veneer & Lumber Co., Port Hope, Ont., are installing a veneer plant and intend to enter extensively into the manufacture of veneers and panels. The equipment will include a veneer lathe, trimmer, presses, dryers, as well as a few woodworking machines. The sawmill, situated at Bewdley, will be operated in connection with this plant. The company have several good timber limits and will make a large quantity of crossbanding.

The New Ontario Colonization Co., Ltd., whose mills are at Jacksonboro, Ont., report that they started operations early in the month. They further state that the labor situation is not bad, and there are plenty of men, but all do not seem inclined to work. The demand for both rough and worked lumber, as well as pulpwood, is good, and the company are shipping out both. W. K. Jackson, of Buffalo, president of the organization, states that prices are satisfactory, although none too high considering the heavy cost of production. He is satisfied that both Canada and the United States are going to do considerable building this year, and the company are looking for good business throughout the year. The demand has already set in in many quarters.

The Dickson Co., Ltd., Peterboro, has been granted a federal charter and incorporated with a capital stock of \$1,000,000 and headquarters in Peterboro. Wide powers are conferred upon the company, who will take over as a going concern, the business, lands, leases, franchises, assets, etc., of the Dickson Co. of Peterboro, Ltd., which concern is incorporated under the provincial laws of Ontario. The company is authorized to own and operate sawmills and other mills for the production of boxes, sash, doors, furniture, etc.; to manufacture and deal in lumber of all kinds, and to own and operate ground wood and chemical pulp plants, paper, cardboard and other mills. Among the incorporators are Dickson Davidson, and S. Dickson Hall, of Peterboro, and others.

Hart & McDonagh, wholesale lumber dealers, of Toronto, have recently closed several large contracts for the present season. They have bought one million feet, log run, of hemlock, birch, and spruce from Taplin & McDonald at Novar, Fern Glen, and Emsdale. Among other purchases have been one-half million feet of birch, basswood, elm and maple from H. C. Monteith, Powassan, Ont., and one million feet of maple and basswood from Hall Bros., Limited, of Toronto, which was cut along the Central Ontario Railway in Hastings County and in Glengarry County. The maple consists of No. 1 common and better, and the basswood of log run on grade. Hart & McDonagh have so far this season concluded negotiations for over seven million feet.

Quebec

Four wooden steamers in course of construction at the Davies shipbuilding plant at Lauzon, Que., have been launched.

A. Painchaud, manager of La Scierie Lac Des Ecorces, Ltd., Lac de Ecorces, Que., is contemplating the erection of a sawmill at Lac des Ecorces, Que.

Leon W. Miller and Willard H. Miller have registered at Stanstead, P.Q., under the name of W. H. Miller & Son, to engage in the lumber and pulp-wood industry.

Nine men were drowned on the night of May 12, when a motor boat that was taking them home after a log drive, capsized on the Etchemin river at St. Leon de Standon, Dorchester county, P.Q.

Two million feet of lumber, the property of the British and French governments, was destroyed at DeBert, N.S., recently. The lumber had been piled ready for shipment for about a year and the loss is estimated at \$50,000.

The Brompton Pulp and Paper Company, of East Angus, Que., have installed a second news print machine, which will shortly be in operation, increasing the production from 50 to 110 tons daily. Contracts for the augmented output for the remainder of 1919 have been closed.

Job Shipping Corporation, Ltd., with a capital of \$30,000, and headquarters in Montreal, has been incorporated to carry on the business of merchants and carriers by land, air and water; and to transact all business connected with ships or shipping, or the cartage and conveyance of produce, merchandise, etc.

The Kipawa sulphite pulp plant of the Riordon Pulp and Paper Co., Montreal, is being rushed rapidly. The buildings are nearing completion and part of the equipment is being installed. During the summer the remainder of the machinery will be placed in position and the plant will be in full operation before the close of the present year.

A provincial charter has been granted to La Compagnie des Bois du Nord, with a capital stock of \$99,000, and head offices in Amos, Que. The company is empowered to manufacture wood and all products thereof. Among the incorporators are David Gourd, C. E. Marchand, Philippe Massicotte, Eugene Lafleur, of Amos, and J. C. Morin, of Villemontel, Que.

A charter has been granted to Belanger & Bolduc, Limited, with head offices in Quebec and a share capital of \$20,000. The incorporators are Philippe Bechard, of Montmagny, Wilfrid Bolduc, J. A. LaRue, Eugene Trudel and George Cantin, of Quebec. The company is authorized to acquire timber limits and to carry on a general lumber business and to deal in charcoal and other fuels.

La Campagnie L. Gingras and Fils, Limitee, with a capital stock of \$20,000, and headquarters in Quebec City, has been incorporated to deal in timber, cordwood, and lumber and building materials, as well as to own and operate timber lands, timber berths, etc. Among the incorporators of the company are Patrick Gingras, Albert Pouliot, Emile Brousseau and others.

A recent despatch from Fredericton says: It is the intention to cut largely deals at the Victoria Mills this year for overseas trade, this being a change from former years when plank for the American market have made up the big end of the output. Fifteen million feet of logs are available for manufacture at the Victoria Mills this year, it is announced, and this amount is about two million feet more than the maximum output of any former season.

Preparations are well under way for the inauguration of the aerial patrol of the St. Maurice Forest Protective Association. The plans are now pretty well completed and headquarters of the airship will be at La Tuque. Stewart Graham and Major MacLaurin will begin their 750-mile aerial trip up to La Tuque and Halifax in a few days. The machines they will use are two of the fourteen owned by the Canadian government. One of them is now ready for service and the other has just been overhauled.

Sir Charles Gordon, of Montreal, who is well known in Canadian industrial circles, recently arrived in London, Eng., and declared in an interview that he was greatly impressed with the work of the Canadian trade mission. He pointed out that Canada was now able to compete with the United States in certain lines of industry, particularly in lumber, paper and pulp, and compete on their merits. Sir Charles spoke appreciatively of the expansion of Canadian industries since the outbreak of the war, and welcomed the beginning of Imperial preference as encouraging certain industries.

An appeal has been entered by Price Bros. & Co., against a recent conviction for operating their plants on Sunday. According to the law of the Province of Quebec all industrial plants must close on Sunday or else face court proceedings. Some time ago one of the pulp and paper divisions of Price Bros. and Co. was found to be operating on Sunday and action was instituted, not only against the management, but also against several of the workmen who were engaged. They were fined by a local magistrate but appealed to the superior court to obtain a writ of prohibition which, however, was refused. Recently the Court of Appeals, sitting in Quebec city heard the appeal of the company and also its operatives. Judgment in the matter was reserved.

The Snyderfiba Barrel & Box Co., Ltd., with a capital stock of \$200,000, and chief offices in Montreal, have been incorporated. Wide powers are conferred upon the company, and among them are to maintain and operate pulp and paper mills or any products thereof; to purchase and operate lumber and sawmills; and to manufacture and deal in timber, lumber, wood, etc. Among the incorporators are William Taylor, Fred W. Fofield, and Bruce S. Crombie, Montreal. Another concern granted a charter is the Canadian Snyderfiba Container Co., with a capital stock of \$100,000. The headquarters are in Montreal and the powers of the company are similar to those of the Snyderfiba Barrel & Box Co. The personnel of the incorporators is also largely the same.

The British Timber Buyer, Mr. Montague L. Meyer, has appointed Messrs. S. G. Denman and W. L. C. Fisher as Eastern representatives of the British organization. Mr. Denman was formerly in charge of the lumber department of the Imperial Munitions Board, and Mr. Fisher, who is expected in Canada in the middle of June, is connected with Mr. Meyer's office in London, England. An office has been opened at 104-5 St. Nicholas Building, Montreal, Mr. J. S. Granner being the chief inspector. The object of opening this office is to allocate the shipping for forwarding the lumber purchased in Eastern Canada by Mr. Meyer on behalf of the British Government. Certain tonnage will be placed at the disposal of the Eastern representatives by the British Ministry of Shipping, and tramp vessels will also be chartered by the London office of the Timber Buyer. A Western office is to be opened in Vancouver, B.C.

DRY**Spruce, Pine, Birch, Maple****and Winter Cut Basswood****1917 Cut****In All Thicknesses and Widths****"EVERYTHING IN LUMBER"****McLENNAN LUMBER CO., Limited**
21 Dorchester Street W., MONTREAL, CANADA**Genuine Long Leaf Yellow Pine**
Oak and Hardwoods
Fir, Pine and Spruce**CHAS H. RUSSELL****211 McGill Street, MONTREAL, Que.****H. BOURGOUIN****Dominion Express Bldg., 145 St. James St., Montreal**
WHOLESALE LUMBER AND TIMBER*Dressed and Rough***B. C. FIR TIMBERS****Ship Timbers and Planking, Ship Decking, Tank Stock, Bridge**
Timbers, Fir and Spruce Lumber**Also White and Red Pine, Spruce, Hemlock, Banksian Pine,**
Birch, Maple, Rock Elm, Oak, Yellow Pine, Railway Ties,
Fence Posts, Poles and Piling.**DIMENSION OAK CUT TO SPECIFICATION****Prompt shipment Satisfactory stock Good service Write or wire for prices****A. F. B. AUSTIN, Manager****Saw Mill Exhausters****"By-Pass" Blower Systems are Indestructible**

"By-Pass" exhausters will handle the green sawdust from your saw mill without clogging or trouble of any kind. Material does not pass through or around fan wheel. Fan is not overhung. Three bearings. No heating or shaking. The best and most economical system made today.

We manufacture and install systems complete*Write for information***Toronto Blower Company**
156 Duke St., Toronto



Me! Im Sorree for Good Many Ting

Editor Lumberman Cannayenne,—

I got your lettre O.K. las wik but Im be very sorree I no can tel you wat you aks me for tel. De boss have all dose figger you wan an de clerk are gone on Toronto for mak hees report for de winter beezness.

Nodder ting wat are preven me write you more soon are ma wife Glorianna.

Say, mon vieux, you no can nodderstan for minute wot Im pas trough dese las few wik an mesef Im not wan have pas trough de same ting again for tousan dollar.

You see it were lak dis. Las Fall ma wife Glorianna tel me hees sister Mercedes have young feller wot are court her prettee strong an she aks me for give him job on de bush.

Wel, Im not know dat young feller mesef for dat sister de Glorianna live on de Brule on farm an I no have seen her for more as one year before an nodder ting Im be prettee busy oll de time work on de Bush an Drive. Yes Im prettee busy mans mos de tam an nodder ting Im quiet man an dat sister de Glorianna are not quiet womans atall. She not ac lak ma Glorianna tall—she prettee sharp on her tongue as she prettee strong girl too—so Im fin out. Me Im satisfy stay on Lac au Loup an Mercedes she stay on de Brule—but were fren jus de sam.

Ma wife Glorianna she tel me dat feller are fin chantier-mans an can mak de log wit anybody an drive de horse an do all dose tings wat chantier-mans could do. Wel, you know de mans were scarce las Fall an wen Im hear bout dis good mans wat are wan a job I say on ma wife she write her sister Mercedes an sen dat feller along—an he come.

Beeg feller too—mos a head bigger an me an take coat bout de sam size lak me—maybe not so beeg on de chess but weigh bout de sam, roun 200 poun. He got funny man too for Pea Soup for hees nam are Hector MacKenzie an he got de red hair. Wen Im see her firs I begin talk on English but he stop me an say he not talk dat way but only on French. I aks her were he come from an he say he live bout tree wik below Quebec.

Wel,—Hector were a good mans an can do mos everything firs class an he were strong lak bull too but he have mos bad temper Im never see an can quarrel wit de nodder man al de tam.

Das wan ting Im not lak for dose nodder mans are good mans an mos dem ma neighbor from Lac au Loup an none de wan quarrel wit nobody. Hector lak shok how he strong an queek an before he be dere a wik he have tree fight an tree ma bes mans have been lick. Im not be dere for see one dose fight for dey are happen wen me Im nodder place but Hector he always fin me firs an tel all bout it an he never in de wrong but always a innocent victime. Im notis after wile dat some ma bes mans leave me an go an work on nodder camp. I aks some dose feller for tel how dose fight happen but dey no can tel only de one wat fight can tel so dat leave me for judge de two mans.

Hector are good talker. He court de sister ma wife Glorianna. An he beeg man too.

Wel, we pas de winter preetee fair an mak lots de log an get dem out too. De Hardwood are haul on de mill an de Softwood on de Landing an we move ourself on de mill an begin get ready for saw de Birch an Maple.

Hector have lick mos all de mans wat are not scare to fight wit him an he begin tink he bout de bes mans on dat part de countree. De las one he beat are Tomas Major de young son de ma neighbor on Lac du Loup an a good boy too. Tomas hees only bout eighteen year ole but he gone grow oler an beeger too for he got good start, so mebbe Hector bes look out—but das not on de story yet.

Wen Tomas have been lick he start ma troub by saying on Hector he are too smart for try mak any fuss wit Caspar Lamarche—dats me—an dat he know better as get me after him.

Ba Gosh! Why peoples can leave ma beezness alone. Here lak Im tel you are young mans wat are mebbe gone de family some day. An me Im not wan have any fuss wit nobody an young Tomas have for say dose word.

All dis happen bout de middle las mont an we are ready start de

mill on Monday. Hector say he are gone pay visit on Mercedes before he work on de mill an he ac mos pleasant for few days—mebbe because he tink of Mercedes. Anyhow he fight wit Tomas on Tuesday an on Saturday morning he come on de Blacksmit shop were Im happen to be an he all dress up ready for leave.

He aks me for message for ma wife family an den he shake de han an say "Au revoir." He stop on de dour de shop an turn roun an say "Caspar, Im gone lick all dose fellers was Im not lick yet jus so soon Im be back. Watch out."

A man are a funny ting sometam. Glorianna say he are funny ting all de tam. Mebbe so but he are funny sometam, an dose word de Hector "Watch out" dey mak me tak beeg breat an before Im tink I say "Bes pass me by Hector or mebee you not finish de job."

He stop on de door lak he much surprise. Den he take few step away, mebbe fifty feet, den he stop a leetle an den he turn roun an come back on de door. He say "Caspar you not mad eh? Im pass you by because you marry de sister de ma girl—Dats good reason eh? So don worry mon vieux." Say! He make me mad on one minute.

Wen Im come on dis worl I have de good body, de good fadder and modder an plentee good food for eat but Im also have prettee queek temper mesef an Im have lots de troub wit it wen Im young. My modder she cry many tam for me an mebbe she say leetle prayer for me too but Im fin out after wile dat de bes way for keep out de troub are for say notting but jus now I have say someting an Hector have say someting an de firs ting Im begin member are wen de mans are hold me back an nodder man are carry Hector outside.

Hector didn go for visit on Mercedes but Mercedes have come here for see Hector an between de two womans Mercedes and Glorianna, Doctor Lemay an Pere Jaroin Im feel lak a dog wat are keel a ship. An Im not look pretee needer for ma nose are much too beeg an one eye are red on de corner an I can fin couple blue mark on ma rib.

Hector are glad he not gone die—now he have Mercedes near her but if he ever have Mercedes jump on him lak she jump on me after she see Hector seek on de bed he much prefer have nodder fight wit me.

Me Im sorree for good many ting but Im tink much troub have been mis if somebody have told Hector how Im kill de beeg black bear wit ma han couple year ago wen Im catch wit it eat ma Jersey calf behin de barn.

Bien a vous

Lac au Loup, Que.

Caspar La Marche.

To-day, organizations like lumber associations, our commercial clubs, associations of manufacturers, associations of credit men, associations of merchants, are doing good work, and if conducted in a spirit of mutual helpfulness, with the machinery of the Government standing by subject to call, will help solve pressing problems and remove many of the present handicaps of business.—Edward N. Hurley.

Island Soft Douglas Fir

well manufactured into

TIMBERS of any size or any kind.

SAWN CLEARS (kiln dried) for factory purposes.

FINISHED CLEARS or COMMONS for yard trade

(made to special sizes when desired)

Carefully graded and shipped under P.C.L.I. certificate.

CEDAR, HEMLOCK, SPRUCE, SHINGLES

McELROY LUMBER COMPANY Limited

Credit Foncier Building

VANCOUVER, B.C.



All "Reliance" Chains are provided with a wide-wearing shoe on one side of the link.

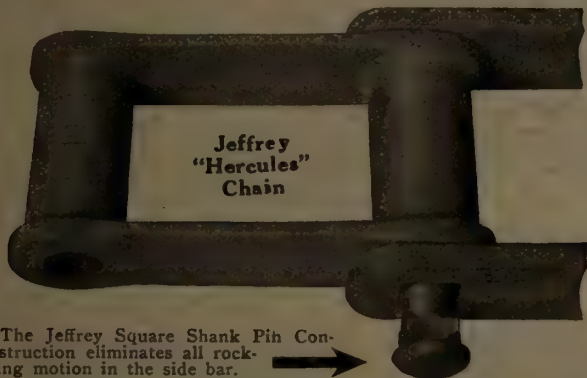
Note also the double-keyed pin head to prevent the pin from turning.



F-4 (B. & F.)

"Reliance" Chain

With F-4 (or B. & F.) Attachments; the best thing for Saw Dust and Light Refuse Conveyers. Used also for Lumber Conveyers.



The Jeffrey Square Shank Pin Construction eliminates all rocking motion in the side bar.

Jeffrey Square Shank Pin Construction

The hard smooth steel pins with the square shanks fit into perfectly square holes. The bearing surface is the full width of the pin. We are the originators of this type of chain and have been building and improving it for 25 years.



F-2 Attachment

Jeffrey Detachable Chain

The type most generally used for Chain Drives. With F-2 Attachments to carry flights, Detachable Chains make good saw dust Conveyers.



"Reliance" Malleable Drag Chain

FOR SAW DUST AND REFUSE CONVEYERS

JEFFREY CHAINS

For Conveyer Service in Handling Logs, Lumber, Mill Refuse, Slabs, &c.

Not just chains, but chains that combine all the qualities and features demanded where greatest production or capacity is to be obtained.

Our 36 years of Chain building experience and knowledge of the Lumber Industry's needs makes the recommendations of Jeffrey Engineers valuable to you.

We ask the opportunity to prove our claims to you. Write for Catalog.

The Jeffrey Mfg. Co.

Canadian Branch and Warerooms
MONTREAL



S-1½ Long Spur

K-5 Attachment



Long Link Coil Chain

For Log Hauls with S-1½ Spurs
For Heavy or Light Refuse and Slab Conveyers, use U Bolt or K-5 Attachments to carry flights or scrapers.

CURRENT LUMBER PRICES—WHOLESALE

TORONTO, ONT.

Prices in Carload Lots, F.O.B. cars Toronto.

White Pine:		
1 x 4/7 Good Strips	\$59 00	\$62 00
1 1/2 and 1 1/2 x 4/7 Good Strips	63 00	66 00
2 x 4/7 Good Strips	63 00	66 00
1 x 8 and up Good Sides	75 00	77 00
1 1/2 and 1 1/2 x 8 and wider Good Sides	88 00	90 00
2 x 8 and wider Good Sides	90 00	95 00
1 in. No. 1, 2 and 3 Cuts	55 00	58 00
5/4 and 6/4 No. 1, 2 and 3 Cuts	65 00	67 00
2 in. No. 1, 2 and 3 Cuts	70 00	72 00
1 x 4 and 5 Mill Run	47 00	49 00
1 x 6 Mill Run	48 00	51 00
1 x 7, 9 and 11 Mill Run	47 00	50 00
1 x 8 Mill Run	50 00	52 00
1 x 10 Mill Run	53 00	55 00
1 x 12 Mill Run	54 00	57 00
5/4 and 6/4 x 4 Mill Run	48 00	50 00
5/4 and 6/4 x 5 Mill Run	48 00	50 00
2 x 4 Mill Run	48 00	50 00
2 x 6 Mill Run	48 00	50 00
2 x 8 Mill Run	48 00	50 00
2 x 10 Mill Run	52 00	54 00
2 x 12 Mill Run	54 00	56 00
1 in. Mill Run Shorts	40 00	41 00
1 x 4 and up 6/16 No. 1 Mill Culls	40 00	40 00
1 x 10 and up 6/16 No. 1 Mill Culls	44 00	44 00
1 x 12 and up 6/16 No. 1 Mill Culls	44 00	44 00
1 x 4 and up 6/16 No. 2 Mill Culls	31 00	32 00
1 x 10 x 12 6/16 No. 2 Mill Culls	34 00	34 00
1 x 4 and up 6/16 No. 3 Mill Culls	22 00	22 00

Red Pine:		
1 x 4 and 5 Mill Run	42 00	43 00
1 x 6 Mill Run	42 00	44 00
1 x 8 Mill Run	45 00	47 00
1 x 10 Mill Run	48 00	50 00
2 x 4 Mill Run	42 00	43 00
2 x 6 Mill Run	43 00	44 00
2 x 8 Mill Run	44 00	45 00
1 in. Clear and Clear Face	53 00	54 00
2 in. Clear and Clear Face	53 00	54 00

Spruce:		
1 x 4 Mill Run	41 00	42 00
1 x 6 Mill Run	43 00	44 00
1 x 8 Mill Run	44 00	45 00
1 x 10 Mill Run	45 00	47 00
Mill Culls	34 00	36 00
Hemlock, No. 1, in carload lots, f.o.b. Toronto:		
1 x 4 and 5 in. x 9 to 16 ft.	33 00	34 00
1 x 6 in. x 9 to 16 ft.	38 00	39 00
1 x 8 in. x 9 to 16 ft.	39 00	40 00
1 x 10 and 12 in. x 9 to 16 ft.	40 00	41 00
1 x 7, 9 and 11 in. x 9 to 16 ft.	36 00	38 00
2 x 4 to 12, 10 and 16 ft.	38 00	39 00
2 x 4 to 12 in., 12 and 14 ft.	37 00	38 00
2 x 4 to 12 in., 18 ft.	39 00	40 00
2 x 4 to 12 in., 20 ft.	40 00	41 00
1 in. No. 2, 6 ft. to 16 ft.	31 00	32 00
2 in. No. 2, 4 in. and up in width, 6 to 16 ft.	31 00	32 00

Douglas Fir, delivered in Toronto:		
Dimension Timber up to 32 feet:		
6x6 and 8, 10x10 and 12, 12x12	\$50 00	
6x12, 8x12	51 00	
6x12, 8x12	52 00	
14x18, 18x18	52 50	
6x14, 8x14, 10x16, 12x16	54 00	
14x18	54 50	
8x10, 10x18, 12x18	55 00	
18x18, 20x20	55 50	
12x20, 24x24	56 00	

Timber in lengths over 32 feet subject to negotiation:		
Fir flooring, 1 x 3, edge grain	59 00	
Fir flooring, 1 x 4, edge grain	59 00	
Fir flooring, 1 x 4, flat grain	44 00	46 00
No. 1 and 2, 1 in. clear Fir dough	50 00	60 00

(Depending upon widths):		
No. 1 and 2, 1 1/2 and 1 1/2 in. clear Fir rough	60 00	64 00
No. 1 and 2 2 in. clear Fir rough	53 00	61 00
1 x 5 and 1 x 6 Fir casing	61 00	
1 x 8 and 1 x 10 Fir base	63 00	
1 x 8 and 1 x 10 x 12 E. G. stepping	74 00	
1 1/2 and 1 1/2 x 8 x 10 x 12 F. G. stepping	64 00	
1 in. clear Fir, d 4 sides	43 00	56 50
1 1/2 x 1 1/2 in. clear Fir, d 4 sides	55 50	58 00
XX B. C. cedar shingles	4 30	
XXX B. C. butts to 2 in.	5 30	
XXXXX B. C. butts to 2 in.	6 00	

TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out. War tax of seven and half per cent. on imported woods, payable by purchasers.

Ash, white, dry weight 3800 lbs. per M. ft.		
	No. 1	No. 2
1 x 4	\$80.00	\$60.00
5/4 & 6/4	85.00	63.00
8/4	95.00	75.00
10/4 & 12/4	110.00	100.00
16/4	125.00	115.00

Ash, Brown		
4/4	70.00	50.00
6/4	75.00	60.00
8/4	78.00	65.00

Birch, dry weight 4000 lbs. per M. ft.		
	No. 1	No. 2
1 x 4	\$80.00	\$60.00
5/4 & 6/4	85.00	63.00
8/4	95.00	75.00
10/4 & 12/4	110.00	100.00
16/4	125.00	115.00

Basswood, dry weight 2500 lbs. per M. ft.		
	No. 1	No. 2
4/4	\$68.00	\$53.00
5/4 & 6/4	70.00	60.00
8/4	75.00	65.00

1 x 4 and 5 in. x 9 to 16 ft.		
1 x 6 in. x 9 to 16 ft.	38 00	39 00
1 x 8 in. x 9 to 16 ft.	39 00	40 00
1 x 10 and 12 in. x 9 to 16 ft.	40 00	41 00
1 x 7, 9 and 11 in. x 9 to 16 ft.	36 00	38 00
2 x 4 to 12, 10 and 16 ft.	38 00	39 00
2 x 4 to 12 in., 12 and 14 ft.	37 00	38 00
2 x 4 to 12 in., 18 ft.	39 00	40 00
2 x 4 to 12 in., 20 ft.	40 00	41 00
1 in. No. 2, 6 ft. to 16 ft.	31 00	32 00
2 in. No. 2, 4 in. and up in width, 6 to 16 ft.	31 00	32 00

Chestnut, dry weight 2800 lbs. per M. ft.		
	No. 1	No. 2
1 x 4	\$85.00	\$52.00
5/4 & 6/4	72.00	54.00
8/4	72.00	56.00

Elm, soft, dry weight 3100 lbs. per M. ft.		
	No. 1	No. 2
1 x 4	\$58.00	\$45.00
5/4 & 6/4	63.00	50.00
8/4	70.00	60.00

Gum, red, dry weight 3300 lbs. per M. ft.		
	No. 1	No. 2
1 x 4	\$60.00	\$50.00
5/4 & 6/4	62.00	52.00
8/4	65.00	55.00

Gum, Sap		
	No. 1	No. 2
1 x 4	\$50.00	\$45.00
5/4 & 6/4	54.00	47.00
8/4	55.00	47.00

Hickory, dry weight, 4500 lbs. per M. ft.		
	No. 1	No. 2
1 x 4	\$75.00	\$45.00
5/4 & 6/4	100.00	75.00
8/4	90.00	60.00

Maple, hard, dry weight 3900 lbs. per M. ft.		
	No. 1	No. 2
1 x 4	\$58.00	\$45.00
5/4 & 6/4	63.00	48.00
8/4	68.00	58.00
12/4	75.00	65.00
16/4	90.00	80.00

Soft Maple
The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.

Mill run grade, No. 3 and better	\$38.00
No. 2 and better	47.00

White and Red Oak, plain sawed, dry weight 4000 lbs. per M. ft.		
	No. 1	No. 2
1 x 4	\$80.00	\$60.00
5/4 & 6/4	82.00	65.00
8/4	90.00	67.00
10/4	95.00	70.00
12/4	100.00	80.00
16/4	110.00	90.00

White Oak, quarter cut, dry weight 4000 lbs. per M. ft.		
	No. 1	No. 2
1 x 4	\$120.00	\$90.00
5/4 and 6/4	130.00	100.00
8/4	135.00	100.00

Red Oak, quarter cut.		
	No. 1	No. 2
1 x 4	\$85.00	\$60.00
5/4 & 6/4	100.00	75.00
8/4	105.00	80.00

OTTAWA, ONT.

Manufacturers' Prices		
Pine good sidings:		
1 in. x 7 in. and up	75 00	
1 1/2 in. and 1 1/2 in., 8 in. & up	90 00	
2 in. x 7 in. and up	95 00	
No. 2 cuts 2 x 8 in. and up	65 00	

Pine good strips:		
1 in.	60 00	
1 1/2 in. and 1 1/2 in.	68 00	
2 in.	75 00	

Pine good shorts:		
1 in. x 7 in. and up	58 00	60 00
1 in. x 4 in. to 6 in.	52 00	
1 1/2 in. and 1 1/2 in.	62 00	
2 in.	65 00	
7 in. to 9 in. A sidings	45 00	

Pine, No. 1 dressing sidings	53 00	55 00
Pine, No. 1 dressing strips	48 00	50 00
Pine, No. 1 dressing shorts	45 00	47 00
Pine, 1 in. x 4 in. s.c. strips	44 00	45 00
Pine, 1 in. x 5 in. s.c. strips	47 00	
Pine, 1 in. x 6 in. s.c. strips	47 00	
Pine, 1 in. x 7 in. s.c. strips	49 00	
Pine, 1 x 8 in. s.c., 12 to 16 ft.	48 00	50 00
Pine, 1 in. x 10 in. M.R.	51 00	52 00
Pine, s.c. sidings, 1 1/2 and 2 in.	48 00	50 00
Pine, s.c. strips 1 in.	45 00	47 00
1 1/2, 1 1/2 and 2 in.	45 00	47 00
Pine, s.c. shorts, 1 x 4 to 6 in.	42 00	
Pine, s.c. and bet., shorts, 1 x 5	40 00	
Pine, s.c. and bet., shorts, 1 x 6	46 00	47 00
Pine, s.c. shorts, 6' - 11', 1' x 19"	48 00	

Pine box boards:		
1" x 4" and up, 6' - 11'	38 00	
1" x 3, 12' - 16'	42 00	

Pine, mill culls, strips and sidings:		
1 in. x 4 in. and up, 12 ft. and up	40 00	

Mill cull shorts, 1 in. x 4 in. and up, 6 ft. to 11 ft.		
	38 00	
O. culls r & w p	26 00	

Red Pine, log run:		
mill culls out, 1 in.	36 00	40 00
mill culls out, 1 1/2 in.	36 00	40 00
mill culls out, 2 in.	38 00	42 00
mill culls, white pine, 1" x 7" and up	40 00	

Mill run Spruce:		
1" x 4" and up, 6' - 11'	38 00	
1" x 4" and up, 12' - 16'	40 00	
1" x 9" - 10" and up, 12' - 16'	45 00	
1 1/2" x 7" - 8" and up, 12' - 16'	45 00	
1 1/2 x 10 and up, 12' - 16'	48 00	
1 1/2 x 12 and up, 12' - 16'	46 00	

1 x 4 and 5 in. x 9 to 16 ft.		
1 x 6 in. x 9 to 16 ft.	38 00	39 00
1 x 8 in. x 9 to 16 ft.	39 00	40 00
1 x 10 and 12 in. x 9 to 16 ft.	40 00	41 00
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1 in. No. 2, 6 ft. to 16 ft.	31 00	32 00
2 in. No. 2, 4 in. and up in width, 6 to 16 ft.	31 00	32 00

1 in. x 4 and 5 in. x 9 to 16 ft.		
1 x 6 in. x 9 to 16 ft.	38 00	39 00
1 x 8 in. x 9 to 16 ft.	39 00	40 00
1 x 10 and 12 in. x 9 to 16 ft.	40 00	41 00
1 x 7, 9 and 11 in. x 9 to 16 ft.	36 00	38 00
2 x 4 to 12, 10 and 16 ft.	38 00	39 00
2 x 4 to 12 in., 12 and 14 ft.	37 00	38 00
2 x 4 to 12 in., 18 ft.	39 00	40 00
2 x 4 to 12 in., 20 ft.	40 00	41 00
1 in. No. 2, 6 ft. to 16 ft.	31 00	32 00
2 in. No. 2, 4 in. and up in width, 6 to 16 ft.	31 00	32 00

1 in. x 4 and 5 in. x 9 to 16 ft.		
1 x 6 in. x 9 to 16 ft.	38 00	39 00
1 x 8 in. x 9 to 16 ft.	39 00	40 00
1 x 10 and 12 in. x 9 to 16 ft.	40 00	41 00
1 x 7, 9 and 11 in. x 9 to 16 ft.	36 00	38 00
2 x 4 to 12, 10 and 16 ft.	38 00	39 00
2 x 4 to 12 in., 12 and 14 ft.	37 00	38 00
2 x 4 to 12 in., 18 ft.	39 00	40 00
2 x 4 to 12 in., 20 ft.	40 00	41 00
1 in. No. 2, 6 ft. to 16 ft.	31 00	32 00
2 in. No. 2, 4 in. and up in width, 6 to 16 ft.	31 00	32 00

Spruce, 1 in. clear (fine dressing and B)		
Hemlock, 1 in. cull	25 00	27 00
Hemlock, 1 in. log run	30 00	35 00
Hemlock, 2 x 4, 6, 8, 10, 12/16'	30 00	3

Supplies the needs of Camp and Boarding House

Where fresh liquid milk is not available Klim is indispensable. Klim is dry powdered separated milk that returns to its original liquid state when dissolved in water.

Use it just as you would new milk fresh from the separator—for cooking and baking and for tea, coffee and cocoa.

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4/4	60 - 62	40 - 42	24 - 26	
5/4 to 8/4	62 - 64	42 - 44	26 - 28	
SAP BIRCH				
4/4	53 - 55	32 - 34	20 - 22	
5/4 and up	55 - 57	34 - 36	22 - 24	
SOFT ELM				
4/4	45 - 47	30 - 32	22 - 24	
5, 6 & 8/4	47 - 49	32 - 34	22 - 24	
BASSWOOD				
4/4	49 - 51	30 - 41	27 - 29	
Thicker	51 - 53	41 - 43	28 - 29	
PLAIN OAK				
4/4	59 - 61	34 - 36	22 - 24	
3/4 to 8/4	60 - 62	38 - 40	24 - 26	
ASH, WHITE AND BROWN				
4/4	60 - 62	35 - 36	25 - 27	
5/4 to 8/4	70 - 72	40 - 42	26 - 28	
10/4 and up	80 - 93	47 - 55	29 - 31	

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White pine uppers, 1 to 2 in.	134 00
White pine uppers, 2 1/2 and 3 in.	149 00
White pine uppers, 4 in.	160 00
Selects, 1 to 2 in.	125 00
Selects, 2 1/2 and 3 in.	140 00
Selects, 4 in.	155 00
Fine common, 1 in., 30 per cent.	
12 in. and up.	00 00
Fine common, 1 x 8 to 11 in.	87 00
Fine Common, 1 1/4 to 2 in.	102 00 105 00
Fine Common, 2 1/2 and 3 in.	125 00 130 00
Fine Common, 4 in.	145 00
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1 1/4 to 2 in. shaly clear	75 00
1 in. No. 2 dressing	64 00
1 1/4 to 2 in. No. 2 dressing	68 00
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No. 1 Cuts, 1 1/4 to 2 in.	87 00 90 00
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No. 2 Cuts, 1 in.	65 00
No. 2 Cuts, 1 1/4 to 2 in.	72 00 73 00

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No. 1, 1 x 10	63 00	2 x 4 and 4 x 4 in.	38 00
No. 1, 1 x 8	62 00	2 x 8 in.	40 00
No. 2, 1 x 12	65 00	All other random lengths, 7-in.	
No. 2, 1 x 10	61 00	and under, 8 ft. and up	30 00
No. 2, 1 x 8	58 00	5-inch and up merchantable	
No. 3, 1 x 12	57 00	boards, 8 ft. and up, p 1s	40 00
No. 3, 1 x 10	56 00	1 x 2	38 00
No. 3, 1 x 8	55 00	1 x 3	37 00
Can. spruce, clear, 1 x 4 to 9 in.	46 50 48 50	1 1/2 in. spruce lath	400 4 75
1 x 10 in.	50 50	1 1/2 in. spruce lath	4 25
No. 1 1 x 4 to 7 in.	53 50	New Brunswick Cedar Shingles	
No. 1 1 x 8 & 9 in.	54 50	Extras	5 15 5 25
No. 1 1 x 10 in.	55 50	Clears	4 75 4 90
No. 2 1 x 4 & 5 in.	38 50	Second Clears	4 00
No. 2 1 x 6 & 7 in.	43 50	Clear Whites	4 75
No. 2 1 x 8 & 9 in.	43 50 44 50	Extra 1s (Clear whites in)	2 25
No. 2 1 x 10 in.	40 50	Extra 1s (Clear whites out)	1 00
No. 2 1 x 12 in.	50 50	Red Cedar Extras, 10-in. 5 butts	
Spruce, 12 in. dimension	48 00	to 2-in.	5 08 5 18
Spruce, 10 in. dimension	47 00	Red Cedar Eureka, 18-inch 5	
Spruce, 9 in. dimension	46 00	butts to 2-in.	5 40
Spruce, 8 in. dimension	45 00	Red Cedar Perfections, 5 butts	
2 x 10 in. random lengths,		to 2 1/4	0 15
8 ft. and up	45 00 46 00	Washington 16-in. 5 butts to 2-	
2 x 12 in., random lengths	47 00 49 00	in. extra red cedar	4 90

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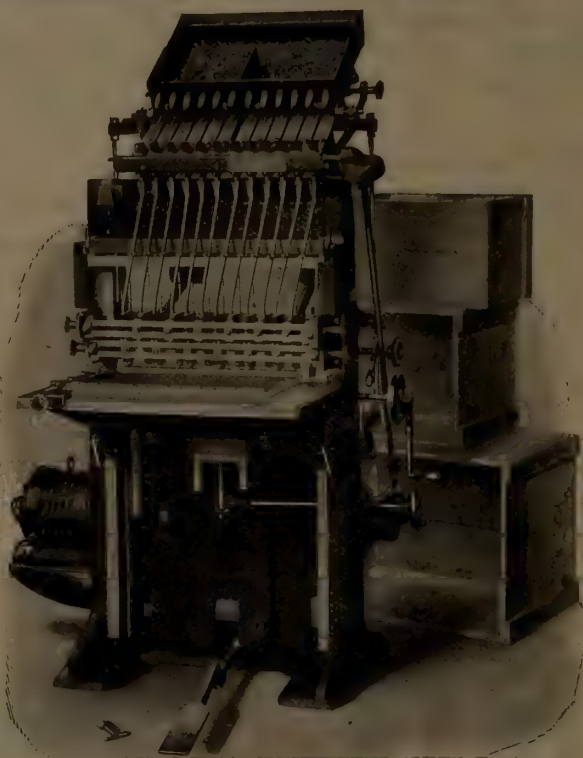
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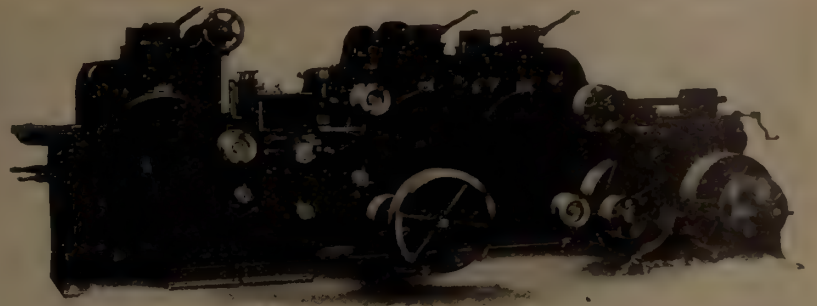
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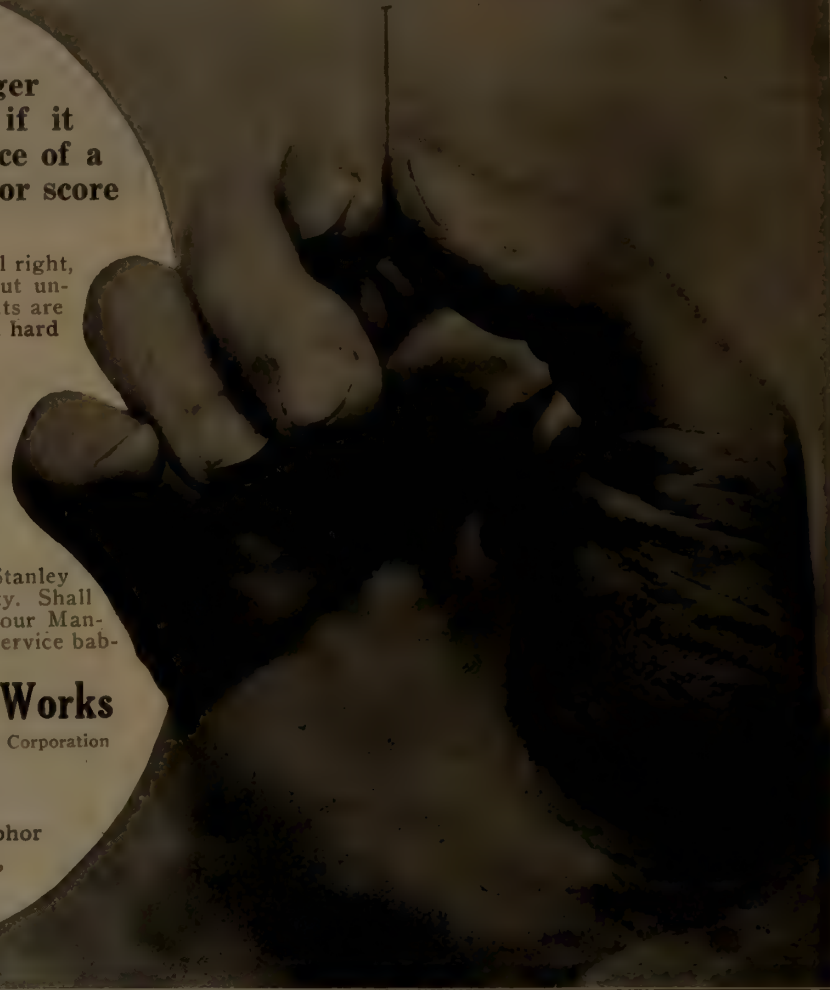
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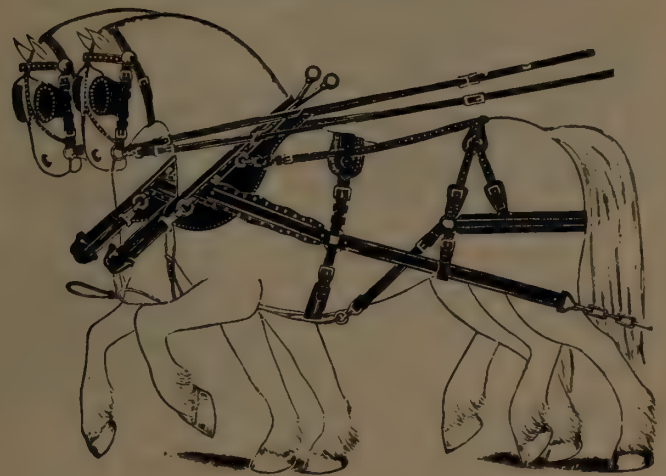
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ALPHABETICAL INDEX TO ADVERTISERS

Alberta Lumber Company	9	Department of Lands, Forests and Mines, Ontario		Hillas & Company, W. N.	59	Pink Company, Thos.	92
Algoma Steel Corporation	74	Disston & Sons, Henry	73	Hoe & Company, R.	82	Plessisville Foundry Co.	89
Allen-Stoltze Lumber Co.	19	Dominion Lumber & Timber Co.	22	Huther Bros. Saw Mfg. Co., Inc.	25	Powell Myers Lumber Co.	22
American Pad & Textile Co.	77	Dudley, A. N.	20	International Chemical Co.	79	Pratt & Whitney	87
American Woodworking Machinery Company	2	Dunfield & Company	8	International Land & Lumber Co.	19	Pyrene Mfg. Co.	1
Anderson & Co., C. G.	12	Dunbar Engine and Foundry Co.		Jeffrey Manufacturing Company.	63	Rankin-Benedict Co.	67
Atkins & Co., E. C.	88	Dunlop Tire & Rubber Goods Co.		Johnston, A. H.	23	Rat Portage Lumber Company.	22
Atlantic Lumber Co.	10	Duplex Truck Company	80	Jost, P. M.	12	Reed & Co., Geo. W.	79
Atlas Asbestos Company	1	Dupuis Company, J. P.	12	Keewatin Lumber Company	14	Renfrew Planing Mills	28
Austin & Nicholson	10	Eagle Lumber Company	60	Knox Brothers	3	River Onelle Pulp and Lumber Company	20
Bainbridge Lumber Co.	29	Eaton & Co., J. R.	9	Laidlaw Bale-Tie Company	53	Russell, Chas. H.	61
Bartram & Ball	3	Edwards & Co., W. C.	28	Lake Lumber Company	12	Rutherford & Sons, Wm.	
Bay City Foundry & Machine Co.	69	Eisendrath Glove Co.	77	Lamontagne Limited	69	Service Lumber Co.	19
Bell Veterinary Wonder Co., Dr.	53	Elk Fire Brick Co.	77	Leckie, Ltd., John		Sessenwein Brothers	69
Beveridge Paper Co.	70	Elmira Machinery and Transmission Company		Long-Bell Lumber Company	21	Sewall, James W.	53
Bond Engineering Works	23	Engineering & Machine Works of Canada, Ltd.	66	Long Lumber Company	9	Shaffer Hardwood Co., John I.	25
Bourgouin, H.	61	Excelsior Lumber Company	28	Long Manufacturing Co., E.	90	Shannon Lumber Co., R. P.	17
Bowater & Sons, W. V.		Farnsworth & Jardine	12	MacLean Daily Reports	53	Shearer Company, James	4
Bradley, R. R.	53	Fassett Lumber Company, Ltd.	6	Main Belting Co.	78	Shimer Cutter Head Company.	1
Brantford Emery Wheel Co.	69	Federal Lumber Co.	25	Marsh Engineering Works, Ltd.	72	Shingle Agency of B. C.	
Brantford Roofing Co.		Fesserton Timber Company	28	Mason, Gordon & Co.	16	Shurly-Dietrich, Limited	71
British American Mills and Timber Company	29	Firstbrook Brothers	13	Mason Regulator Company		Simonds Canada Saw Co., Ltd.	30
British War Mission	59	Foss Lumber Company	17	McElroy Lumber Co.	62	Smart-Turner Mach. Co., Ltd.	1
Brown & Co., Geo. C.		Fraser Companies, Ltd.	15	McKinnon Columbus Chain Co.	92	Smith, N.	53
Buffalo Hardwood Lumber Dealers	24	Fraser Bryson Lumber Co., Ltd.	9	McLaren Belting Company, J.C.	92	Spencer Limited, C. A.	60
Canadian Western Lumber Co.	18	Garlock-Walker Machinery Co.	2	McLaren, Limited, D. K.	81	Stratford Oakum Co., Geo.	14
Carborundum Co.	79	Garson, Frank O.	17	McLennan Lumber Co., Ltd.	61	Stearns & Culver Lumber Co.	20
Canadian Consolidated Rubber Company	67	Gates, John W.		Miller Company, W. H.	22	Summers, James R.	12
Campbell MacLaurin Lumber Co.	60	Gerlach Company, Peter	77	Montreal Locomotive Works	87	Syracuse Smelting Works	68
Canada Metal Company	86	Gartshore, John J.	69	Montreal Lumber Company	12	Taylor, S. K.	17
Canadian General Lumber Co.	13	General Supply Company	89	Morgan Machine Mfg. Co.	66	Terry & Gordon	6
Canadian Link-Belt Company	76	Gillespie, James	12	Moore, Jr., E. J.	22	Thurston-Flavelle Lumber Co.	17
Canadian Mathews-Gravity Carrier Company		Gillies Brothers, Ltd.	16	Muir & Kirkpatrick	16	Timberland Lumber Company.	19
Canadian Milk Products	65	Gloucester Lumber & Trading Co.	27	Musgrave & Company	29	Turns, Phillips & Co.	26
Canadian National Railway		Genoa Bay Lumber Co.	29	Muskoka Wood Mfg. Co.	5	Toronto Blower Company	61
Canadian Tie & Lumber Co.	9	Godfrey, L. N.	23	National Steel Car Co.		Turner & Sons, J. J.	87
Canadian Warren Axe & Tool Co.	1	Goodhue & Co., J. L.	73	New Ontario Colonization Co.	25	Union Lumber Company	7
Cane, Jas. G.	14	Goodyear Tire & Rubber Co.		Oliver Lumber Company	28	Union Stock Yards	53
Cant & Kemp	12	Gordon & Co., George	5	Ontario Wind Engine & Pump Co.	66	Vancouver Lumber Company	
Cardinal & Page	12	Grant, Holden & Graham	71	Pacific Lumber Company	20	Victoria Harbor Lumber Co.	14
Carss Mackinaw Company		Graton & Knight Mfg. Co.	85	Parry Sound Lumber Co., Ltd.	25	Victoria Lumber and Mfg. Co.	4
Chapman Double Ball Bearing Co.	76	Green Company, G. Walter	74	Payette Company, P.	70	Watrous Engine Works Company, Ltd.	91
Chicago Lumber & Coal Co.	27	Grier & Sons, G. A.	11	Pedwell Hardwood Lumber Co.	14	Watson & Todd	14
Cleveland-Sarnia Saw Mills Co.	55	Gutta Percha and Rubber Co.	82	Pennoyer Company, J. C.	75	Webster & Brother, Ltd., James	12
Climax Manufacturing Company.	87	Hall & Brown Machinery Co.	67	Petrie, H. W.	13	West & Peachey	92
Clyde Cars Company		Hamilton Company, William	83	Philadelphia Textile Machinery Company	87	Wistar, Underhill & Nixon	22
Coltart & Company	12	Hardy, E. D.	1	Yates Machine Company, P. B.		Woods Manufacturing Co., Ltd.	57
Coolidge & Carlisle	53	Harris Tie and Timber Co.	14			Wright & Sons	23
Consumers Cordage Co.	65	Hart & McDonagh	10			Wuehler, Louis	9
Davison Lumber Company	8	Hay Knife Company, Peter	69				
Davies Company, William	30	Heeney, Percy E.	22				
		Hettler Lumber Company, H. H.	60				

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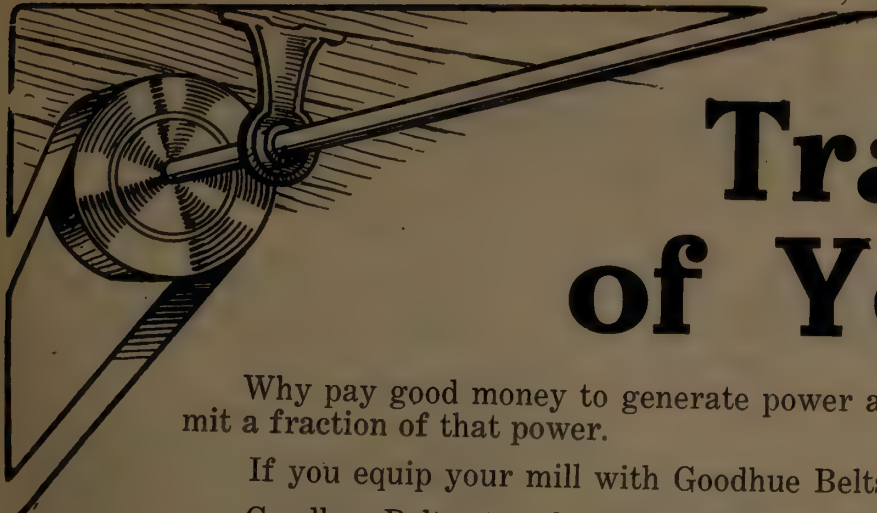
The Forestry Battalions used our Machinery—So may you, if you wish.

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Established
1846

Belleville, Ontario

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Transmit 100% of Your Power

Why pay good money to generate power and then employ a poor belt that will only transmit a fraction of that power.

If you equip your mill with Goodhue Belts you can transmit 100% of the power generated.

Goodhue Belts stretch 15% to 25% less than other belts and have just the right amount of "cling" on the pulley.

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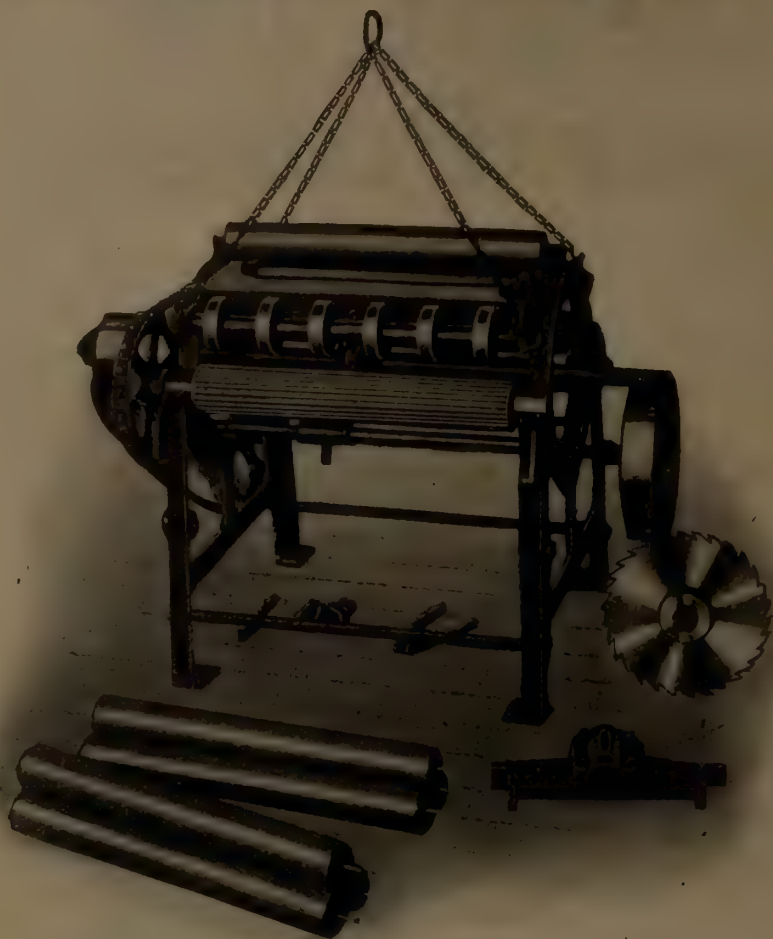
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Keystone Saw, Tool, Steel and File Works
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The Ideal Edger for Light Mills



Specifications

Our new Double Edger is built on entirely new lines, and possesses many features that commend it to mill men. The saving in material alone will soon pay for the machine. The output of a mill with this machine can be increased by one-third. It is best adapted for medium-sized or portable mills that cut from 5,000 to 25,000 feet of lumber per day.

SAWS—This Edger is fitted with either two or three saws as required. The saws are 16 in. in diameter, and 10 in. gauge. The greatest distance between saws is:—Two saw machines, 24 in.; three saw machine, 20 in., the least distance between saws, 2' in.

DRIVE PULLEY—The Drive Pulley is 9 in. x 9 in., affording a good belt grip, and is supported by an outside bearing.

SAW ARBOR—The Saw Arbor is made of 2½ in. steel, and has very wide bearings.

*For Shingle, Lath and Portable Saw Mill Machinery
write the well known manufacturers*

The G. Walter Green Co.
Limited
PETERBOROUGH, ONT.

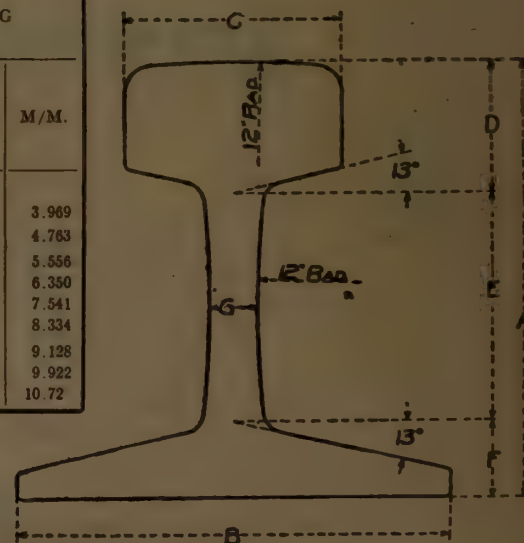
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For Mining and Lumbering Purposes

All Complete with Splice Bars

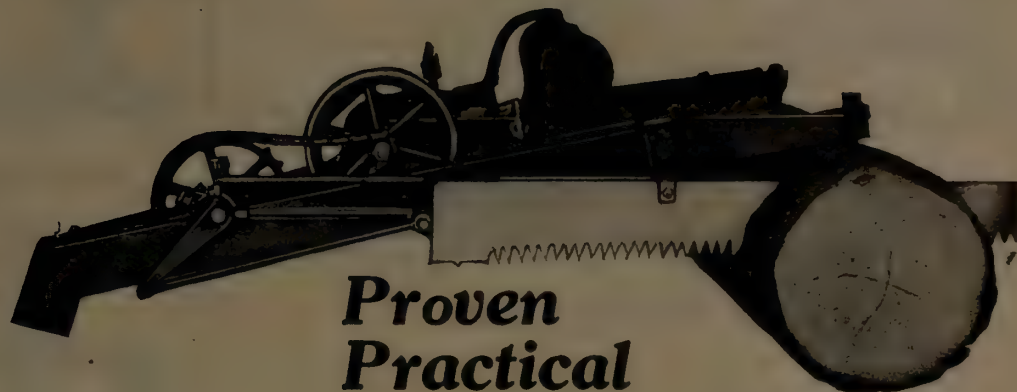
WEIGHT		A		B		C		D		E		F		G	
POUNDS PER YARD	KILOS PER METER	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.	INCHES	M. M.	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.
8	3.97	1½	39.69	1½	39.69	1½	20.64	1½	11.91	1½	20.64	¾	7.144	¾	3.969
12	5.95	2	50.80	2	50.80	1	25.40	¾	14.29	1½	27.78	1½	8.731	¾	4.763
16	7.94	2½	60.33	2½	60.33	1½	29.77	¾	16.27	1½	34.53	¾	9.525	¾	5.556
20	9.92	2½	66.68	2½	66.68	1½	34.13	¾	18.26	1½	37.31	¾	11.11	¾	6.350
25	12.40	2½	69.85	2½	69.85	1½	38.10	¾	19.84	1½	37.70	¾	12.30	¾	7.541
30	14.88	3½	79.38	3½	79.38	1½	42.86	¾	22.23	1½	43.66	¾	13.49	¾	8.334
35	17.36	3½	84.14	3½	84.14	1½	44.45	¾	24.21	1½	45.24	¾	14.68	¾	9.128
40	19.84	3½	88.90	3½	88.90	1½	47.63	¾	25.80	1½	47.23	¾	15.88	¾	9.922
45	22.32	3½	93.66	3½	93.66	2	50.80	1½	26.99	1½	50.01	¾	16.67	¾	10.72



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decrease the friction loss 75% and do not generate heat.

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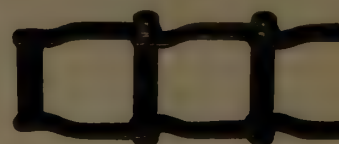
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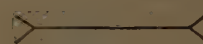


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Ewart Detachable Link-Belt

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Breakdowns are expensive. They mean expenditures for repairs and loss of time, labor, and output. The success and profit of each day's operation depends very largely on the strength and endurance of the power transmitting and material-conveying chain employed in your mill.

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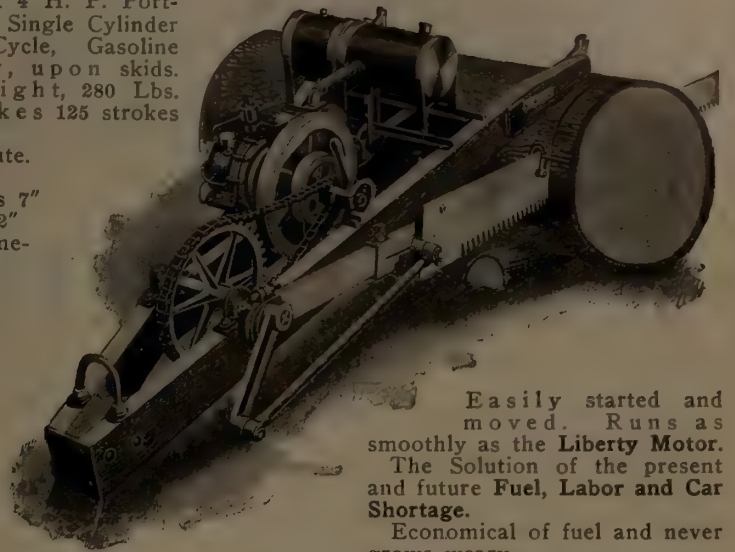
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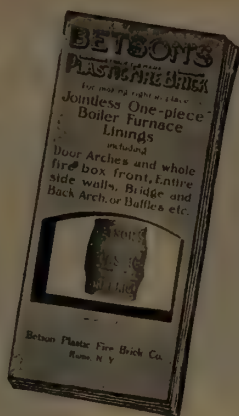
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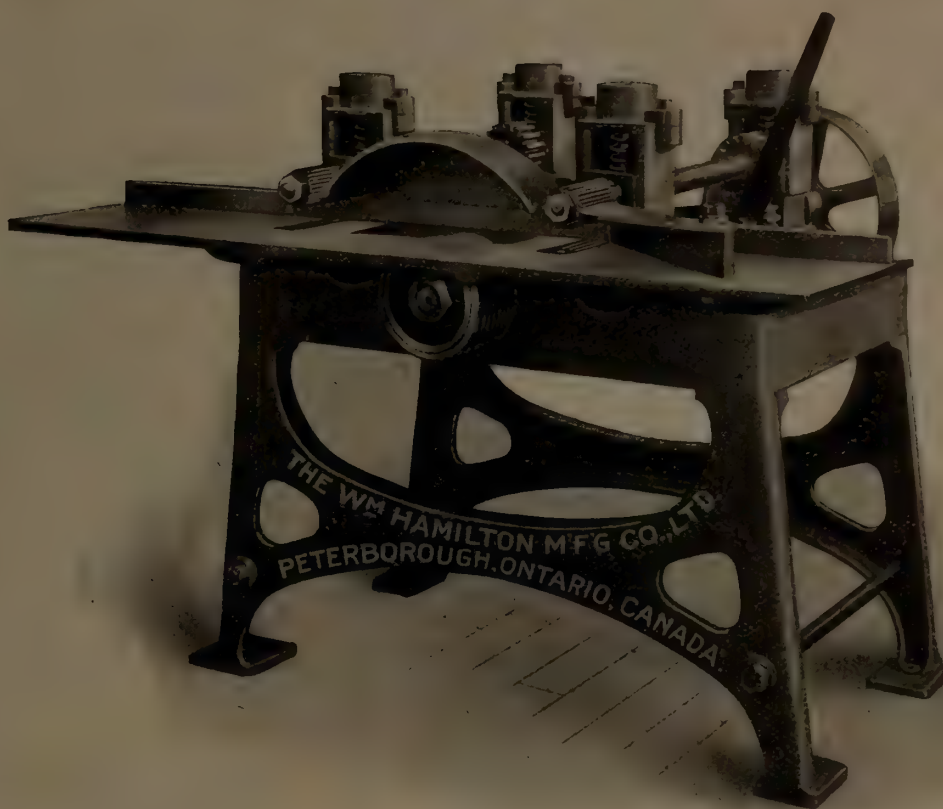
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Carries six 14" saws.

Guaranteed capacity 50,000 lath in ten hours.

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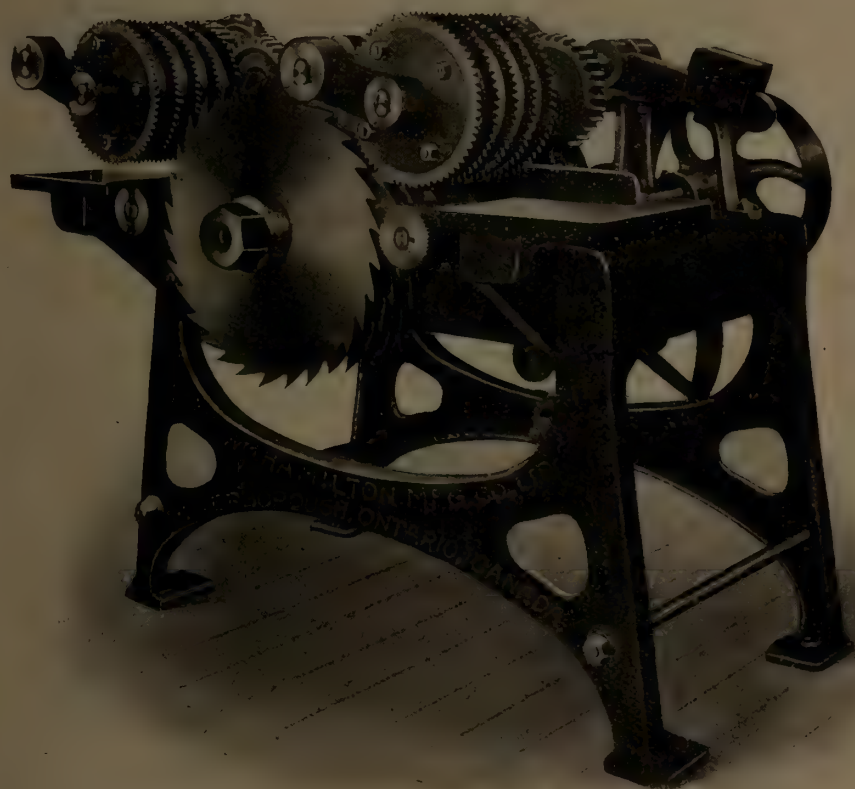
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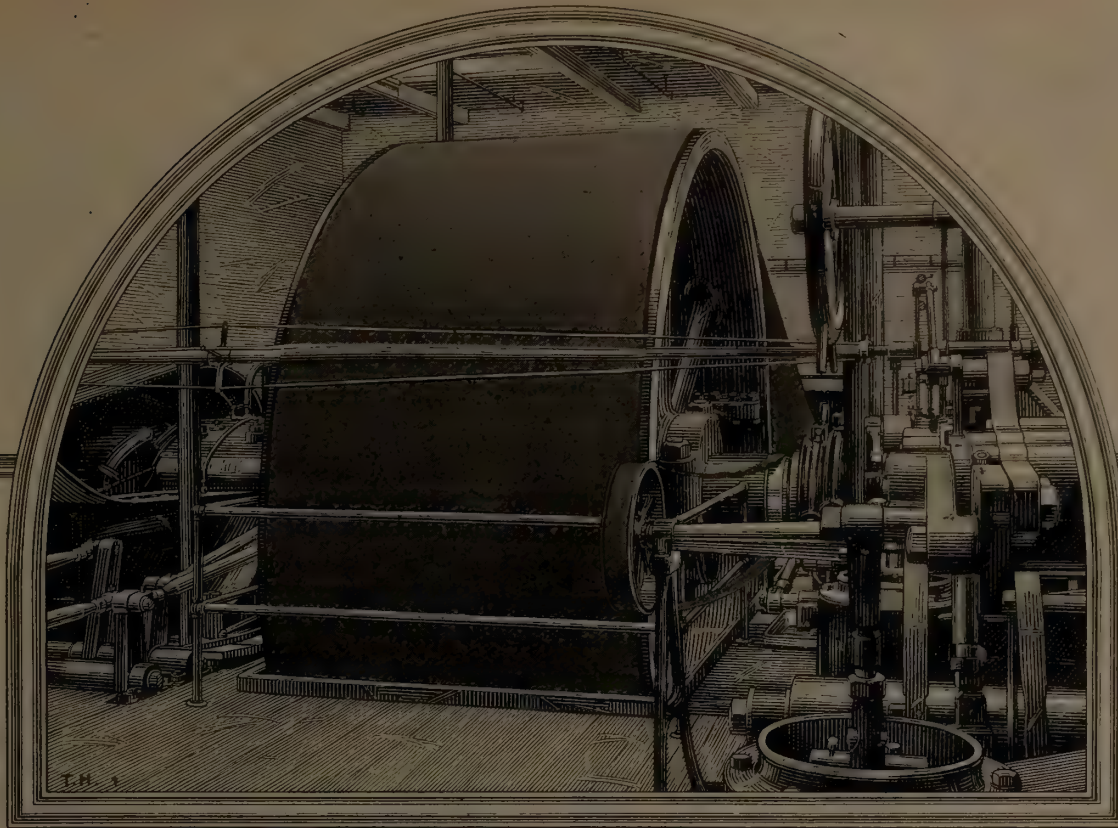
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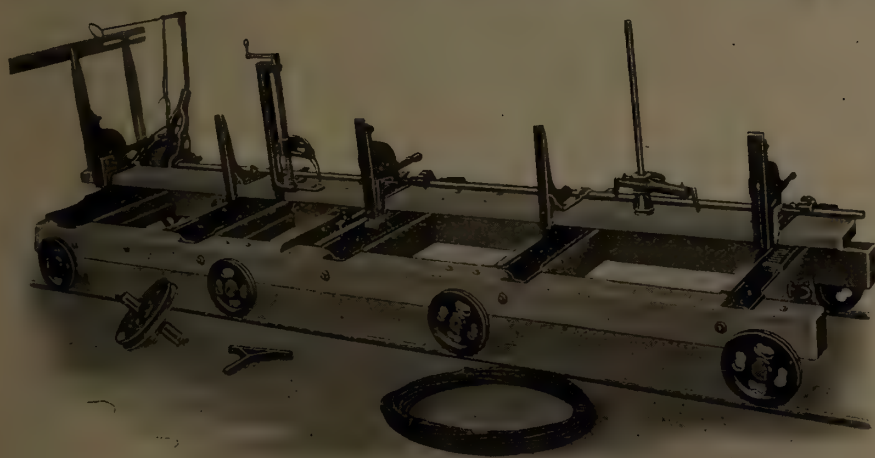
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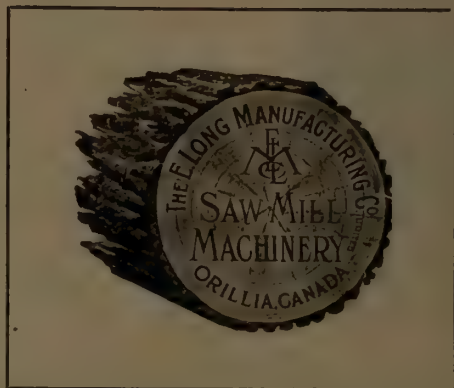
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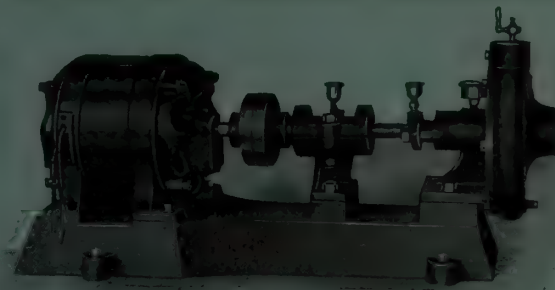
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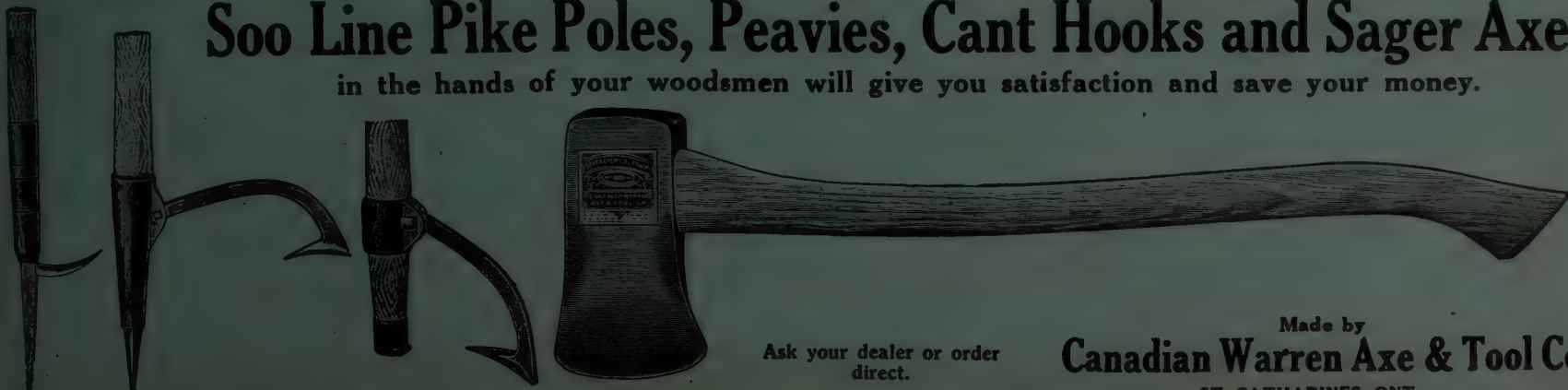
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MILLS AT YOUR SERVICE

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Fir Flooring

Fir Timbers

"BIG CHIEF BRAND" SIDING
RITE GRADE SHINGLES



View of our Fir Mill from log pond, Vancouver, B.C.

Eastern Sales Office:

701 EXCELSIOR LIFE BUILDING

Representative---C. J. BROOKS

TORONTO, ONT.



Dry Small Log Mill Run

AT MIDLAND, ONT.

PLANING MILLS AT POINT OF SHIPMENT



White Pine

1 x 4	10/16	65,000'
1 x 5	"	60,000'
1 x 6	"	175,000'
1 x 7, 9 & 11	"	40,000'
1 x 8	"	120,000'
1 x 10	"	70,000'
1 x 12	"	15,000'
5/4 x 5	"	6,000'
5/4 x 6	"	15,000'
5/4 x 8	"	30,000'
6/4 x 4/8	"	21,000'
2 x 6	"	55,000'
2 x 8	"	60,000'
2 x 10	"	9,000'
2 x 12	"	5,000'

1" & 2" Mill Culls

Above stock all even lengths

Red Pine

1 x 4	10/16	160,000'
1 x 5	"	90,000'
1 x 6	"	140,000'
1 x 7	"	13,000'
1 x 8 & up	"	80,000'
2 x 4	"	65,000'
2 x 8	"	110,000'
2 x 10 & 12	"	30,000'
3 x 6	"	11,000'
3 x 10	"	13,000'
3 x 12	"	10,000'
2 x 6" 18'	"	58,000'
2 x 8" 18'	"	85,000'
3 x 7 & 8" 18'	"	28,000'

1" & 2" Mill Culls.

Above stock all even lengths.



TERRY & GORDON

VANCOUVER BRANCH:
513 Metropolitan Bldg.
A. S. Nicholson,
Western Manager.

Head Office:
704 Confederation Life Bldg.
TORONTO, ONT.

Ontario Representatives of
The British Columbia Mills, Timber & Trading Co. of Vancouver, B.C.

U. S. Representatives:
Berry Lumber Company,
30 Church Street,
New York City.



For Prompt Delivery of Hemlock, Spruce, Lath, Pulpwood and Hardwoods

The Year Round---In Any Quantity
Dressed and Ripped to Your Orders

We specialize in Hemlock and Spruce Timbers. Let us know your requirements. We can assure you of immediate shipment through our splendid transportation facilities. Rail and water delivery.

Fassett Lumber Company, Limited FASSETT
QUEBEC



More Profit Per Thousand

The retailers who buy their White Pine requirements from us do make more profit per thousand. Why?

Because of the quality.

It contains all the top end. You know what the top end or "picking" means to a retailer.

It is properly graded---At the mill and again in the yard.

It is all band sawn and put up under the supervision of our own men.

We are sawing a quarter of a million White Pine every day to meet your requirements.

YOUR INQUIRIES WILL BE ATTENDED TO PROMPTLY.

UNION LUMBER COMPANY, LIMITED

701 DOMINION BANK BUILDING
TORONTO CANADA

Davison Lumber & Manufacturing Co., Ltd.

Bridgewater, N. S.

THE LARGEST LUMBERING INDUSTRY IN NOVA SCOTIA

PRODUCTION 40 MILLION FEET PER ANNUM

Send us your enquiries for

Spruce, Pine, Hemlock or Hardwood Lumber
Box Shooks and
Dry Pressed Baled Sulphite and Sulphate Pulp Chips

OUR SPECIALTIES:

Nova Scotia White Spruce and Hardwood Flooring

We are equipped with everything appertaining to Modern Saw Milling and operate from the Woods to the finished product.

If you want something special quickly, try us. We will cut, dry, work and ship within a few days from receipt of order.

We are located on the main line of the Halifax and South Western Railway and on Tidewater.

We Operate:

A Double Band Mill at Springfield, N.S.,
 A Rotary and Gang at Mill Village, N.S.
 A Rotary and Gang at Bridgewater, N.S.,
 A Planing Mill at Bridgewater, N.S.,

Capacity 120,000 ft. per day
 " 40,000 ft. per day
 " 80,000 ft. per day
 " 100,000 ft. per day

A Box Shook Factory at Bridgewater, N.S., Capacity 50,000 ft. per day
 A Dry Kiln at Bridgewater, N.S., " 100,000 ft. per day
 A Chipping Mill at Bridgewater, N.S., " 100 cords per day
 A Ground Wood Pulp Mill at Charleston, N.S., Capacity 40 tons Spruce Pulp per day.

PHONE: BRIDGEWATER 74

DUNFIELD & CO., Limited

Exporters of Nova Scotia and New Brunswick

Spruce, Pine, Hemlock
and Hardwood

in 1 in., 2 in., 3 in., 4 in.

Spruce Laths and Railway Ties

Head Office: 8 Prince St., Halifax, N.S.

Branch Office: 8 Market Square, St. John, N.B.

U. K. Brokers: Duncan, Ewing & Co., K21 Exchange Bldg., Liverpool. Telegraphic Address: Dunfield, Halifax. Codes: ABC 5th Ed. Western Union

"British Columbia Fir" TIMBERS

*Rough Clears
Flooring, Ceiling and Finish*

Alberta Lumber Co., Limited
VANCOUVER, B. C.

We are in the Market for Railroad Ties, Piling and Posts

Canadian Tie & Lumber Co., Ltd.
510 and 511 Temple Building,
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Wholesale Lumber Dealers
and Selling Agents for

Fraser & Co.

Mills at

DESCHENES

QUEBEC

**White Pine
Red Pine
Spruce
Lumber and Lath**

HEMLOCK AT MIDLAND

80,000 ft.	1 x 4 and up—6 to 16 ft.	Merchantable.
35,000 "	2 x 6—10 and 12 ft.	"
10,000 "	2 x 6—14 ft.	"
30,000 "	2 x 8—10 and 12 ft.	"
10,000 "	2 x 8—14 ft.	"
10,000 "	2 x 8—16 ft.	"
20,000 "	2 x 10—10 and 12 ft.	"
20,000 "	2 x 10—14 ft.	"
20,000 "	2 x 10—16 ft.	"
20,000 "	2 x 12—10 and 12 ft.	"
20,000 "	2 x 12—14 ft.	"
30,000 "	2 x 12—16 ft.	"
15,000 "	2 x 6 and 8"—18 ft.	"
60,000 "	2 x 10 and 12—18 ft.	"

Write for prices. We can save you money.

The Long Lumber Co.

TORONTO BRANCH:
25 Toronto Street.

Head Office,
HAMILTON, ONT.

California White Pine California Sugar Pine and Arizona Soft Pine

Best Stock for Factory and Pattern Lumber

Ask **LOUIS WUICHET**

Room 716 Railway Exchange, CHICAGO, ILLINOIS

Milling in Transit

A Well Equipped Mill

C.P., G.T., & C.R. Railway Connections

Large Dry Kilns Special Millwork

J. R. Eaton & Sons, Limited

ORILLIA, ONT.

Austin & Nicholson

CHAPLEAU, ONTARIO

Largest Producers of
RAILROAD TIES
in the Dominion

Pine and Spruce Lumber

Lath Piling

Railroad Ties

Pulpwood

First Class Planing-mill Equipment

Facilities for delivering Pulpwood
 to Michipicoten Harbour, Lake Superior

Splendid facilities for Dressing and Matching
 in straight car lots, one or more widths

Mills at NICHOLSON, ONTARIO, Main Line C.P.R.

Basswood

1 in., 1 1/4 in., 1 1/2 in., 2 in., and 3 in.,
 Dry Basswood

Dry Birch Stock

All thicknesses and grades in
 Maple, Birch, Elm, Basswood and Brown Ash

Also Cottonwood, Tupelo, Gum, Magnolia
 and Buckeye

Spruce, Hemlock and Pine

Can saw to order at MacDonald's Siding

Let us quote on your requirements

HART & McDONAGH

Temple Building, Cor. Bay and Richmond Streets
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SOUTHERN HARDWOODS Dry Stock at Buffalo for Quick Shipment

BROWN ASH				POPLAR				BLACK WALNUT				HICKORY			
Clear		No. 1	No. 2	1 & 2		Box	Bright	1 & 2		No. 1	No. 2	1 & 2		No. 1	No. 2
1 in.	1 & 2 Strips	Com.	Com.	18 in. & up		13 in & up	Saps	1 & 2		Com.	Com.	1 in.	1 & 2	Com.	Com.
44,900		27,000	22,000	18 in. & up		13 in & up		1 & 2		14,000	3,100	1 in.	1 & 2	1,200	1,900
34,500	5,300	6,300	6,300	18 in. & up		13 in & up		1 & 2		100	300	1 1/2 in.	1 & 2	150	400
11,500				18 in. & up		13 in & up		1 & 2		250	200	2 in.	1 & 2	5,000	9,300
800		10,000		18 in. & up		13 in & up		1 & 2		300	800	2 1/2 in.	1 & 2	7,350	21,600
				18 in. & up		13 in & up		1 & 2		110	120	3 in.	1 & 2	7,000	5,000
				18 in. & up		13 in & up		1 & 2		500	1,250	4 in.	1 & 2	100	200
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				18 in. & up		13 in & up</									

Also Large Stock of BEECH, BIRCH and MAPLE

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MANUFACTURERS SOUTHERN HARDWOOD LUMBER

Head Office: BOSTON, MASS. Yards: BUFFALO, N.Y.

Mills: KNOXVILLE, TENN.; FONDE, KENTUCKY

ESTABLISHED 1871

QUALITY LUMBER

We are in a position to supply you with the best forest products in the following woods:

**Pine, Spruce, Hemlock,
Hardwoods and
B. C. Lumber and Timber**

The record of nearly half a century's satisfactory service stands behind

**G. A. Grier & Sons
Limited**

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Our excellent mill and transportation facilities enable us to give special consideration to rush orders for mixed carloads.

Prompt delivery from our Montreal storage yards where we carry all local woods as well as Pacific coast lumber.

We have absolutely no connection with, or interest in, any firm bearing a name similar to ours.

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W. K. GRAFFTEY, Managing-Director

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Cardinal & Page
Wholesalers and Exporters of
FOREST PRODUCTS

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Specialties:—

Spruce and Red Pine

Lake Lumber Co. Ltd.

Manufacturers of

Fir, Cedar, Hemlock, Spruce
QUALICUM QUALITY LUMBER

Rough Fir Timbers

Any size up to 60 feet long

Select Grades a Specialty

FIR PIPE and TANK STOCK

Market wanted for Rough Cedar Timbers
Inquire for prices

Office and Mills:

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Staves Hoops
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Limited

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Sawed Hemlock
Red Cedar Shingles
White Pine Lath
Bass and Poplar Siding

James Gillespie

Pine and Hardwood

Lumber

Lath and Shingles

North Tonawanda, N. Y.

LUMBER

Dry Ready to Ship

Midland Stock

White Pine

All Dimensions

WANTED

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HARDWOOD

CUTS

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Manufacturers and Strictly Wholesale
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HEMLOCK

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JAMES R. SUMMERS

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Poles and Posts
Railway Ties**

Doors, Windows, Archi-
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Work, done by experts.

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of our architect

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Pulpwood of all kinds

Bought and Sold for Canadian or
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Quotations furnished on request.

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Successors to
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Firstbrook Bros. Limited

Having decided to discontinue saw mill operations at Penetang have the following machinery for sale. This machinery is all in operating condition and is open for inspection at Penetang, Ont.

Mill Machinery

Extra heavy log haul-up works with inch round and flat chain, 128 ft. centres.
2—Waterous log unloaders or kickers, 3 arms, 10 in. cylinders.
1—Waterous log loader, 8 arms, 10-in. cylinders.
1—Waterous right-hand double cutting band mill, 11 in. saws, 8 ft. wheel, with 8-block carriage; 24 in. opening; Payette set works and dogs; 8 in. x 86 ft. steam feed.
1—Waterous double edger for 20-inch saws, lever shifter.
1—Payette double edger for 18-in. saws, lever shifter.
48—live rolls about 8 ft. long by 10 in. dia.; extra heavy, sprocket drive.
20—High cars with roller tops, 24 in. heavy wheels on 3 in. axles, standard gauge.
1—Mershon 4 saw gang resaw, takes squared cants or just one face, ideal machine to cut small logs and centres of large after good has been taken off.
1—Payette picket machine, made specially for shade roller stock, will feed pieces 16 in. long, also sorting table with chain top.
1—Rogers Iron Works circular resaw for making box lumber from slabs; fool-proof machine.
1—Payette edger for box and short stock.
1—Rogers twin circular or tie maker.
1—Payette lath bolter and lath machine.
1—Pair lath trimmers.
1—Picket trimmer (bunch trim).
Conveyor drives and chains.
Pulleys, gears, heavy line shafting and countershafting with bearings.
Send us your requirements.
We have a large stock of double and triple leather belting in widths from 10 in. to 46 in.

Power House Equipment

3—Return Tubular Boilers, Goldie McCulloch make, 66 x 16, Dutch oven settings, 85 lbs. steam allowance Ontario Government.
Breeching and smoke stack for above boilers, 60 in. dia., newly painted, 600 ft. new 3/4-in. guy and plate for brick pier.
1—Northey boiler feed pump, outside packed, 8 in. x 6 in. x 12 in., for 3 in. suction pipe.
1—Pair Polson "Brown" type engines, coupled on quarters, 22 in. x 50 in., with 16 ft. x 48 in. belt, balance wheel. Excellent engines.
1—Pair American feed water heaters for above engines; 10 in., copper coils.

Filing Equipment

1—Waterous band saw grinder for 6 in. saws.
1—Baldwin retoucher for band saws.
1—Wm. Hamilton band saw shear, 12".
2—Reversible saw levelling blocks.
2—Chilled band saw anvils.
Hanchet band saw swages; Crescent circular saw swages; shapers and dressers.

Yard Equipment

Booms and boom chains, 3/4, 1/2 & 3/8. Winches and other mill supplies.

Prompt shipments and bargains for quick sale. Will send all particulars and prices on application.

Firstbrook Bros.
Limited
Penetang, Ont.

"WELL BOUGHT IS HALF SOLD"

Special Offer

5/4" Merchantable Spruce

1918 Cut

11 M' 5/4 x 4—6/11'
22 M' 5/4 x 4—12 & 13'
10 M' 5/4 x 5—6/11'
62 M' 5/4 x 5—12 & 13'
4 M' 5/4 x 6—6/11'
39 M' 5/4 x 6—12 & 13'
3 M' 5/4 x 7—6/11'
13 M' 5/4 x 7—12 & 13'
1 M' 5/4 x 8—6/11'
4 M' 5/4 x 8—12 & 13'
11 1/2 M' 5/4 x 9—6/13'

Choice, Snappy Spruce.

Canadian General Lumber Co.

Limited

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Have
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and WOODWORKER**
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1" to 3" WHITE PINE
All Grades and Widths

1" to 6" NORWAY

Registered



Trade Mark

**Export Trade
Our Specialty**

Registered



Trade Mark

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Limited
Ottawa - Canada

**Lumber - Lath - Shingles
Cedar Poles and Posts
Railway Ties - - Piles**

KEEWATIN LUMBER CO., LTD.

Manufacturers of White and Red Pine, Spruce and
Poplar Lumber, Boxes, Shooks, Lath and Ties.

**Dry White Pine Uppers and Factory Plank
Dry White Pine Common Boards
Also BOX and CRATING STOCK
in PINE, SPRUCE and POPLAR**

Saw Mills, Planing Mills and Box Factories at
Keewatin and Kenora, Ontario

Correspondence solicited

General Office - KEEWATIN, ONTARIO

Let us quote you on
**White Pine
and Norway**

Dry Stock Ready for Shipment

JAMES G. CANE & CO., 411 McKinnon Building
TORONTO, ONTARIO

STRATFORD OAKUM

Quality Guaranteed

GEO. STRATFORD OAKUM CO.

Jersey City and Everywhere

165 Cornelison Ave., Jersey City, U.S.A.

We offer the following DRY STOCK for immediate delivery:—

2 cars	4"	Birch, No. 1 C. & B.
6 "	2½"	" No. 1 C. & B.
5 "	2"	" No. 2 C. & B.
10 "	1½"	" No. 2 C. & B.
10 "	1"	" No. 2 C. & B.
2 cars	3"	Hard Maple, No. 1 C. & B.
5 "	2"	" No. 2 C. & B.
10 "	1"	" No. 2 C. & B.

Soft Elm in all grades and thicknesses.

3,500 Posts, 4½" and up by 8 ft., peeled.

Let us quote price on your requirements in new stock

Pedwell Hardwood Lumber Co.
79 Spadina Ave. TORONTO

F. N. WALDIE, President.

R. S. WALDIE, Vice-President.

W. E. HARPER, Secretary.

The Victoria Harbor Lumber Co., Ltd.

Manufacturers of—

Lumber, Lath and Shingles

Mills at Victoria Harbor, Ont.

HEAD OFFICE,
12-14 Wellington Street East, TORONTO, ONT.

BRITISH COLUMBIA SPRUCE

In All Sizes and Grades

We are Specialists in this Line—Write us.

R. P. Shannon Lumber Company

408 Pacific Building

VANCOUVER, B. C.

Rough 1" - 6 to 12" wide
and 2" - 6 to 12" wide

Mountain Pine

Dry, sawn full for Eastern trade

The Foss Lumber Co.

Limited

WINNIPEG, MAN.

Established 1905

Trade



Mark

Reg. U. S. A.

ALABAMA HEWN OAK TIMBER —

HARDWOOD LOGS:—

Ash, Hickory, Poplar, Oak, Satin Walnut,
Mobile Bay Poplar, Dogwood

HARDWOOD LUMBER:—

Hewn Pitch Pine Timber, Pitch Pine Lumber

THE S. K. TAYLOR LUMBER COMPANY

Exporters

Mobile, Alabama, U.S.A.

Cables
"Taylor, Mobile"

We are the Largest Maritime Cash Buyers of

Second-hand Rails of all kinds

Scrap Iron and Steel

Dismantlers of Bridges, Plants, Steamers and Mills
at any place and prompt delivery taken.

— TRY US —

For prices communicate with us at once

Frank O. Garson & Company

Canada Life Bldg.,

ST. JOHN, N. B.

Thurston-Flavelle, Limited

MANUFACTURERS OF

British Columbia Red Cedar Exclusively Cedar Bevel Siding, Finish, V-Joint and Mouldings

Straight or mixed cars with XXX and XXXXX Shingles.

Stocks carried at Lindsay, Ont., for quick shipment

Full particulars from our Eastern Agents.

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Quebec and Maritime Provinces Agents:

Mason, Gordon & Company, Montreal.

Head Office and Mills, Port Moody, B. C.

Mason, Gordon & Co. 80 St. Francois Montreal, Que. Xavier Street, BRITISH COLUMBIA PRODUCTS

(Wholesale Only)

FIR TIMBER and Finish, CEDAR SHINGLES and Lumber

Sole Representatives,
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Dominion Creosoting and Lumber Co.,
Vancouver, B. C.Quebec and Maritime Provinces:
The British Columbia Mills and Trading Co.,
Vancouver, B. C.Cedar Finish and Sidings—Thurston, Flavelle Limited, Port Moody, B.C.
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Hugh A. Rose, RepresentativeEastern Canada for WHEELER OSGOOD CO., Tacoma, Wash.
Doors, Turned Stock, etc.Vancouver Office: 304 Pacific Building
Herbert C. Gordon, Representative

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EASTERN - NORTHERN - WESTERN

ALL SIZES AND GRADES

WE SPECIALIZE IN CRATING LUMBER AND BOX STOCK
ALSO

COMPLETE LINES OF

WHITE PINE - WESTERN PINE - CEDAR
FIR AND LARCH

WE PUT UP EXCEPTIONALLY CHOICE TANK AND SILO STOCK

MUIR and KIRKPATRICK

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Somerset Block
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Man.Eastern Representatives of
The Alberni Pacific Lumber Co.
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B. C.David Gillies,
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Managing Director.D. A. Gillies,
Secretary-Treasurer.GILLIES BROS., Limited
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LUMBER and LATH

DRY STOCK

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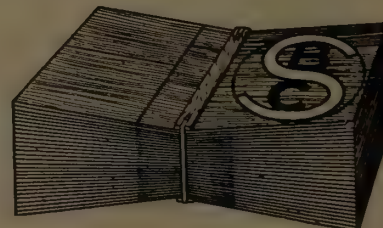
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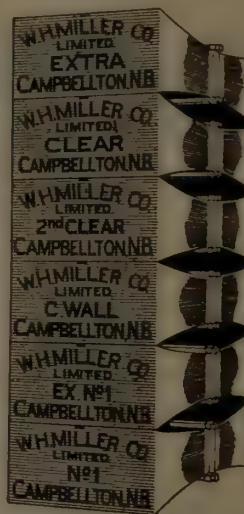
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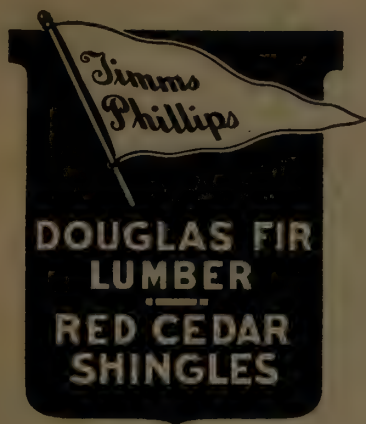
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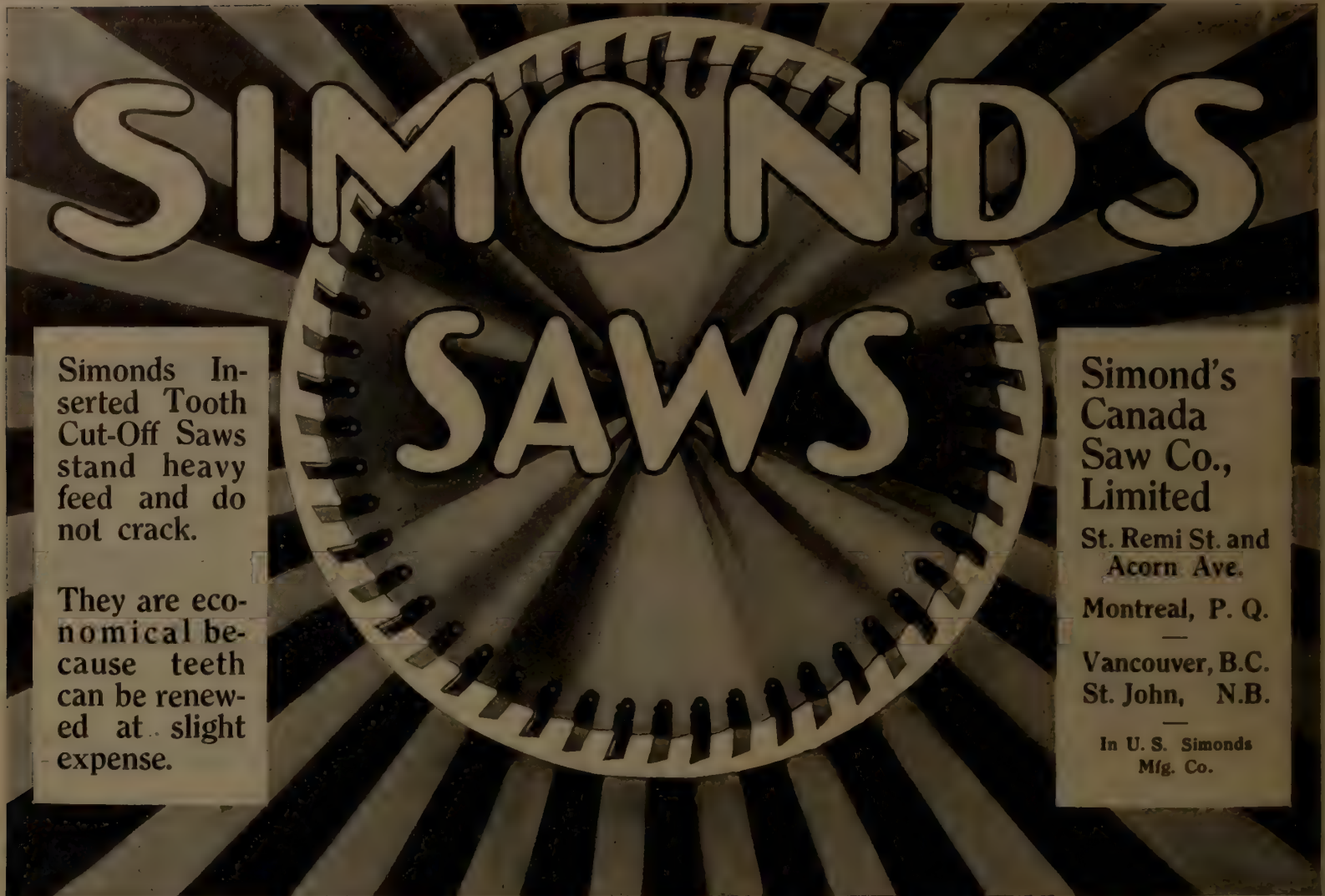
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Canada Lumberman

and Woodworker

Issued on the 1st and 15th of every month by

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"The Canada Lumberman and Woodworker" is published in the interest of, and reaches regularly, persons engaged in the lumber, woodworking and allied industries in every part of Canada. It aims at giving full and timely information on all subjects touching these interests, and invites free discussion by its readers.

Advertisers will receive careful attention and liberal treatment. For manufacturing and supply firms wishing to bring their goods to the attention of owners and operators of saw and planing mills, woodworking factories, pulp mills, etc., "The Canada Lumberman and Woodworker" is undoubtedly the most direct and profitable advertising medium. Special attention is directed to the "Wanted" and "For Sale" advertisements.

Authorized by the Postmaster-General for Canada, for transmission as second-class matter.

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Vol. 39

Toronto, June 15, 1919

No. 1

How Far Will Official Investigation Proceed Without Results?

It is announced that the Federal authorities have begun an investigation into the cost of manufacturing lumber and that the inquiry is now quietly proceeding. The investigators are connected with the Department of Labor at Ottawa, and have received instructions to conduct an official probe into the cost right from the woods to the retail yard. If there is any undue profiteering, they are instructed to put their finger on it.

It is not so long ago that a leading Montreal business man in addressing a representative body in Toronto, said that all governments, no matter how brilliantly they start off, sooner or later seemed destined to be characterized by inefficiency and mediocrity. Just why lumber prices should be investigated when possibly only one out of every six or seven persons has to make extensive use of lumber, is something that few humans can understand. Every individual in the Dominion of Canada uses eggs and butter, meat and flour, bread and sugar, and the scale of living is constantly ascending, yet we are having no investigation of these vital commodities, but spectacular moves such as the so-called probe into paper and a few other things that do not concern the ordinary worker. The whole investigation business, which appears to have been carried to the point of mania, savors so much of the ridiculous as to partake of the nature of a comic opera or a farce comedy.

Supposing the average man does build a house. The minimum requirement is about 5,000 feet, and the maximum, 15,000 feet. Taking the middle figure, which is generally a safe course—and placing the amount at 10,000 feet, if lumber has gone up \$5 a thousand, it only means an additional individual outlay of \$50. Yet the hours of labor are being shortened, the wages of mill men have been increased 100 per cent. since the outbreak of the war, the cost of living so far as logging camps and boarding houses are concerned has been ad-

vanced by 125 per cent., and machinery, supplies, overhead and everything else connected with the manufacture, sale and distribution of forest products have aviated amazingly—yet what do we find? On the whole, the average increase in lumber during the last five years, so far as house building material is concerned, is only 55 or 60 per cent. Yet the Federal government must have an investigation, forgetting that the fuel and lighting have gone up 80 per cent., metal products 85 per cent., food 100 to 125 per cent., farm products 135 per cent., clothing 150 per cent., and all other commodities 105 per cent. The figure received for the finished product has not by any means kept pace with the added cost of manufacturing lumber and that there will be no immediate drop is now being recognized by retail lumbermen, builders and contractors. They are cognizant of the fact that lumber has advanced less than any other commodity. This is self evident to every individual except supine and inefficient administrative authorities, who must conduct an investigation in order to afford someone a fat berth and a comfortable means of living.

It is well known that money invested in new buildings at the present time is a safe, sound and wise outlay, for the longer that building is delayed—unless all other signs fail—the more costly the undertaking.

However, is is perhaps advisable not to give too much attention to the erratic movements made by governmental bodies, but they are likely to have a perplexing problem on their hands in securing any reliable or comprehensive data with respect to production, costs, and selling prices in the lumber business, which has undergone a complete revolution during the last five years. Operations have been extended on every side, and grades which a few years ago were thrown into the scrap heap, and treated as of little or no worth owing to the scarcity of building material now command a fair figure. If those now at work can evolve any comparative and reliable table of costs which will serve as a guide to the industry, they will have, in a measure, earned the gratitude of all. It is hoped, though, that the investigation into the price of lumber will not be like the investigation into the cost of newsprint paper, which has meant a large expenditure of money, without any corresponding benefit or concrete results.

The spirit of restlessness is in the air. Strikes seem to be the popular move in the ranks of the workers, but not to any more pronounced extent than the tendency on the part of the federal government to conduct probes, inquiries and investigations. If anyone can point to a satisfactory solution of any of the perplexing questions brought about by such governmental probe or official commission there would perhaps be some justification for the continuance of this method of getting at the bottom of affairs, but nothing has been accomplished that is of any permanent value or benefit. It is likely that the same course will be pursued with no more concrete results in regard to the alleged inquiry relating to lumber.

The Observance of Proper Trade Relations and Customs

Where do the function, purpose and status of the wholesaler begin and end? It might with equal pertinence be asked when does a retailer trench upon the ground and rights of a wholesaler. For a long time there have been complaints of the wholesaler against the retailer and vice versa. It is charged that some who are in the wholesale business are not very particular regarding whom they sell and will on occasions step over the mark and enter the territory of the legitimate retailer.

The question of directing the lumber trade in its proper channel has always been a vexed and in some respects an unsatisfactory one. There is no doubt that each sphere, such as manufacturing, wholesaling and retailing has its obligations, privileges and responsibilities and to expect that perfection with no overlapping will be attained in the respective ranks is almost an idle dream as to image, now that the war is over and civilization, freedom and liberty restored, that the millenium is at hand.

There are black sheep in every lodge, goats in every religious

denomination, self seekers in every political camp, and sordid, selfish, double dealing men in every rank of life. It is, therefore, not to be expected that every man who is a wholesaler or retailer of wood products is one hundred per cent. honorable, amiable and reputable. There are mean, underhanded and two-faced individuals in all avenues of industry, but the majority of fellows that one meets in this work-a-day world as so upright, decent, thoughtful and helpful in spirit and purpose that one forgets all about the few who are no credit to themselves or the cause that they represent.

The force of example and the dictates of custom do much to keep the wavering and erring ones in line and if some satisfactory arrangement can be presented which will more clearly define the status existing between the wholesale and retail lumbermen and set forth lucidly and comprehensively the duties and privileges of each, there would be much accomplished in the way of preventing misunderstanding, eliminating disputes and establishing pleasant mutual relations. Of course, no hard and fast rule can be laid down, and no matter what arrangement is arrived at there will always be a few who will side-step the issue or seek to find a loop-hole in its interpretation and application. If the leading representatives of the trade live up to a well defined and clearly set forth set of rules or principles the effect is beneficial on the rank and file.

The matter of trade relations have been discussed by the Wholesale Lumber Dealers' Association, who have sought to define what a wholesale dealer is and who a retail lumber dealer is, and to establish the legitimate trade to which a wholesaler may cater and also a retailer, but no definite basis have as yet been agreed upon. There is no doubt that the atmosphere is clearer as the result of the ventilation that this subject has received. Perhaps a closer bond of union and sympathy will exist between the wholesaler and the retailer, and if the former conducts strictly a wholesale business and does not seek to impinge upon the territory of the retailer, the yardmen should as far as possible buy from only regularly constituted wholesale lumber dealers and use all their individual and collective influence to protect the wholesalers in their legitimate trade. If there are any complaints arising out of the agreement, should it be finally adopted, a regular constituted standing committee will act very much as a board of arbitration and all parties will be fully represented.

Editorial Short Lengths

According to recent semi-official advices within a very short period the railways of Canada can be expected to make another application for an increase in freight rates on the ground that the present rates are insufficient to enable them to pay increased operating and maintenance costs because of the high and growing cost of materials and labor. In all probability an increase of twenty per cent. will be asked for. During the war two increases were granted, one of fifteen per cent., another of twenty-five per cent., and now a third one of twenty per cent. This would mean, if granted, that the cost of freight rates would be raised from forty-four per cent. above pre-war rates to seventy-three per cent. above pre-war rates.

The unanimous adoption of the British Government Housing Scheme by the Imperial Parliament contemplates the immediate erection of something like half a million houses, and emphasizes the urgent need for more time, according to a recent despatch from London, England. Similar timber demands are arising in the devastated countries of Europe and hence much satisfaction is expressed in Old Country circles at the news that the forty ships built in British Columbia for France have been chartered for timber cargo. The timber scarcity also explains the interest aroused in press announcement of the project for shipping forest products across the Atlantic by means of demountable rafts. It is explained that the rafts are fashioned in "shipshape." Their difference from the ordinary auxiliary ship will be that whereas a ship is a mere shell enclosing lumber, the demountable raft is a solid mass of lumber held securely together by iron bolts. It is understood that Lloyds have approved the idea, which also has the support of the timber control officials in Great Britain. Some officials when consulted have expressed strong

preference for timber carried by ships—not rafts—especially seeing that ships are available for return cargoes to Canada.

The Canadian lumberman is taxed enough. This is the general view prevailing at Ottawa, for the proposal to impose further assessments on all natural resources, including timber, has not met with any degree of favor. The suggestion emanated from some of the prairie farmers, but it is not likely to be taken seriously by the powers that prevail. The various governments of Canada now collect about \$8,000,000 a year on the timber lands under lease to operators, and a sum vastly in excess of the foregoing is collected from wood-using industries. Quebec's plan is to auction off the right to cut timber on public lands and this has recently brought the public treasury as high as \$1,000 a square mile of forest. In addition, the holder must pay a ground rent of \$5 a square mile, and fire taxes. Should fire devastate his lands, he loses, of course, the heavy original investment and all annual payments. Under these circumstances, the campaign to load new taxation on timber limits is rightly meeting with organized opposition. World-wide experience in the handling of forests has shown that every incentive must be provided to encourage the holding of timber lands over long periods of time. Heavy taxation, as the United States has learned, forces the owner to cut his lands bare in order to extract the maximum value and then throw the lands back upon the government as barrens. The public interest, as Dominion forestry officials have repeatedly urged, lies in a continuous production of timber rather than the stripping of mature and immature growth. A plan now being worked out for reasonable timber taxation on lands privately owned allows the municipality a small annual tax and provides for a division of profits when the timber crop is mature enough to cut. This refers to only a very small percentage of Canadian timber holdings which are nearly all on so-called "Crown Lands," owned by the governments. The government forests are now bringing in public revenues as high as \$1,800,000 a year in the case of Quebec and \$2,000,000 for British Columbia.

These are the days of rising costs when every item that enters into the production of the manufactured article has to be watched with closest scrutiny. Particularly is this true in the woodworking line, where operators are up against shorter hours, higher wages and augmented outlay for materials. As pointed out in a recent issue of the "Canada Lumberman," it is of the utmost importance that the retail lumberman and especially the one who operates a planing mill, should know costs. The ability to make proper estimates and furnish figures that will adequately cover every item in connection with a job and at the same time yield the contractor or supply man a reasonable profit, is an evidence of good business ability and a sense of the fitness of things during the present period.

F. J. Moss, President of the Millwork Cost Information Bureau of Chicago, states that the object of this Bureau is to "know your cost," and that it was never of more vital consequence than it is at this juncture to maintain a comprehensive cost system. Mr. Moss adds that there is every indication of a busy season in the planing mill business, and it is clearly within the power of the individual members of the industry to place their business on a profitable basis. To do so, however, will require intelligence and courage to stand for a price which it is apparent to all must be obtained to cover present cost.

Mr. Moss adds:—Not a day passes that I do not feel like writing a letter to my fellow millmen to warn them of the perils in the present situation. Doubtless all have been impressed with the mounting costs, but I question if any have realized the extent to which it will cut down profits or increase their loss. I feel it my duty to say that, notwithstanding the advanced selling prices, the results thus far this year, as reflected in our cost work, have been more disappointment than ever before. The rapid increased cost of material and labor and expenses with reduced efficiency is simply astounding and the end is not yet in sight. I predict that all contracts made, even at present high prices, will prove to be unprofitable when they have been completed.

Some Things Canadians Can Learn in Sawing

They Should Study the Methods and Marking of Swedish Competition if They Desire to Increase Trade with Britain—Practical Pointers

By James H. Lane, London, Eng.

The timber trade of Great Britain has drawn its supplies in the past mainly from Sweden, Norway, Finland, Russia and America. Canada, in spite of her vast wealth of lumber has only been able to secure a very small proportion of this trade and while admitting that the geographical position of the other countries named is far better, yet I am convinced that Canada might very easily secure a much greater share of the trade with Great Britain than she has in the past, if she will only lay out her plans and organize her lumber industry with this end in view. When this is done it will be found that the timber trade of Great Britain is only too willing to co-operate by purchasing as much of its supplies as possible from Canada.

If this attempt is to be made, it should be done at once. Supplies from Russia must be very uncertain for the next two or three years and the same remark applies to Finland, while Austria can be ruled out altogether. This leaves Sweden and Norway, and possibly Germany, as the principal competitors of Canada for the present, and there is no doubt that everyone in Great Britain would much prefer to see their money spent in Canada than in any of the countries named.

Should Investigate Swedish Methods

A very large proportion of the imports of timber in the United Kingdom comes from Sweden and it would pay the Canadian producers, especially those in the Maritime provinces, to investigate the methods of the Swedish saw-millers in catering for the British market and to take a few leaves out of their book. The Swedish producers have very closely studied the United Kingdom requirements and are able thus to be on the spot with practically anything that may be required. The chief use of the timber supplied is for building construction and during the next two or three years very large quantities will be required for this purpose. The sizes most in demand will be: 2x3, 2x4, 2x7, 2x8, 2x9, 2½x6, 2½x7, 3x4, 3x4½, 3x7, 3x8, 3x9, these for carcassing purposes while a quantity of laths 3/16 in. and ¼-in. x 1 in. and slating battens ⅝-in. x 1-3-in., ¾-in. x 1-3-in. will also be used. These sizes have exclusively been imported from Sweden and Norway, and are very seldom produced in Canada, and, in fact, an attempt to induce Canadian lumbermen to produce these size has met with much opposition, apparently because it is a little difficult to induce the mill owner to take the trouble and care necessary to produce these smaller sizes when he would far rather go along as he has gone before and just produce a falling specification from his logs without any regard to the requirements of the market to which he hopes to sell.

Produce the Sizes That are Required

The Canadian producer must realize that he will increase the export trade to Great Britain that he really has and which is content to buy its requirements in a falling specification of sizes. Every order he secures for these special sizes is so much extra business for the country. The Swedish manufacturer produces the sizes required and in selling them is able to sell many other sizes that are not in such great demand but which he cannot help producing in his attempt to get the utmost out of his log.

If the Canadian lumberman will produce a specification that is required, he is in a far better position to induce the buyer to take a larger proportion of what he does not actually require, but is willing to buy in order to get his picked specification.

The Swedish producer also pays great attention to the manufacture of his finished sizes, and the buyer can depend upon them being evenly sawn, just a little full of sizes required, with no variation whatever in the thickness and width. This is very important as most likely if the timber is used for joisting and laid side by side, a flooring will be put across the joists without any preparation which would be impossible if there was any variation in the size. Unfortunately the same care is not taken by the Canadian lumberman in the Maritime provinces and consequently his production is unevenly sawn, which makes its use for many purposes impossible and in any case makes its selling value much less than it would otherwise be.

Regularly Sawn—Neatly Cross Cut

One can recommend Canadian wood to the consumer and he is quite prepared to use it but when he sees it is badly manufactured, he will refuse to have it and be willing to pay £1 or £2 per standard more for the Swedish production because of the regularity with

which it is sawn and the neatness of the cross-cutting which adds nothing to the quality of the wood but much to the appearance of the finished scantling. Having carefully manufactured and cross-cut to the size and length required, the Swedish shipper puts his own brand in red paint on both ends of the deal or scantling without any extra charge to the buyer. This may seem to be very unimportant matter to the lumberman but is a necessity to the man who has to market the goods in the country of import. An endeavor has been made to induce the shippers to put such a brand on their goods and great difficulty has been experienced.

Flooring and Planed Boards

The shipper's red paint brand becomes in course of time his trade mark and most valuable selling agent and one can only appreciate the refusal of a shipper to put a distinctive mark on the ends of his goods, if he is not going to ship a good quality of lumber. The British importer buys the Swedish production almost entirely on its mark. He may not even know the shipper's name but knows that the brand is a hallmark of good quality, therefore, he seeks that brand wherever he can get it.

In the same way the brand becomes a protection for the buyer because he knows that the shipper is so jealous of his reputation that he will not put his brand upon anything that will not live up to a certain standard of quality. This identification of timber with marks has become such an important factor in the trade of England that more often than not an architect when getting out the plans for a building will stipulate that the timber to be used in the construction shall be of such and such a brand and the buyer does not hesitate to purchase a production, the brand of which helps considerably in the sale.

I need say little more on this subject, except that when goods are sorted into qualities each quality receives a separate and distinct mark and that the mark is made according to the size of the lumber to be marked and will be large enough to almost cover the ends.

Everything is marked from 1 x 3 upwards, and so keen are the Swedes to have their brand known that on smaller sizes where the ends do not lend themselves to marking, they will place this mark on the flat, as an advertisement for the seller and a protection for the buyer.

Flooring and planed boards is another specialty of the Swedes. A large quantity of flooring planed from ⅞-in. x 6-in. is used for cottage floors. This flooring is carefully planed on one side and two edges and then thickened on the underneath side so that it is all the same thickness. 1-in. flooring both with planed edges and tongued and grooved ¾ in., 1 in. and 1-1/3 in. x 9 in. and 11 in. wide, and planed one side and two edges finds a ready market while ½ in., ⅝ in., ¾ in. and 1 in. matching both tongued, grooved and beaded, or tongued, grooved and V jointed, are also in demand. The Swedish shippers mark these goods in exactly the same way as described above and the brand becomes a standard of quality.

Claim Clause in All Contracts

It will pay the Canadian lumbermen over and over again to study the methods of his competitors and to see how all these things are done. In his attempt to increase his trade with Great Britain, he has to remember that the Swedish shipper will always be a keen competitor and, therefore, he must not only keep his cost of production as low as possible but must also carefully consider his methods for selling. The Swedish shipper is the owner of the mill which cuts the logs and he sells direct on to the British market through his own recognized agent in that country to whom he pays a commission for securing the orders and looking after his interests.

Mistakes will occur and a shipment is sometimes made that does not come up to the recognized standard of quality called for by the contract. A claim clause appears in all contracts and the Swedish shipper loyally abides by this in the spirit as well as in the letter.

This article is not written in order to hold the Swedish shipper up as a paragon of virtue but in order to show the methods adopted to secure and hold a large volume of trade which the buyers in Great Britain would far rather see coming to Canada. The writer is convinced the lumber exporter of Canada could permanently retain a large proportion of the trade with the United Kingdom if they would only go about it in the right way and there will certainly be no greater opportunity than the present.

Why Shingle Prices Are Still In Ascendancy

Mills are Short of Red Cedar Logs—Buyers Allowed Stocks to Become Depleted and Building Activity Creates an Abnormal Demand

The lumber dealers, wholesale lumbermen, home builders and large consumers of B. C. red cedar shingles know that they have been advancing rapidly in price and that during the past few weeks deliveries in Eastern Canada have been delayed. In some instances it has been difficult to get orders accepted, let alone filled, within a couple of months. Why are shingles going up in price, is the question that has been asked frequently. Has it been the abnormal demand, the sudden rush of orders, the high cost of production, the shortage of stocks, or a combination of all these circumstances and contributing conditions?

In view of the wide discussion regarding the upward trend of shingle quotations and considering that this roof covering is noted for its long life, beauty and serviceability, it is interesting to review the situation and present some first hand facts from a leading authority in the trade. It is desirable to acquaint the consumers with the reasons back of the recent shingle price advancement so that, as has been stated "shingle manufacturers will not be classified along with war pirates and profiteers."

The Law of Supply and Demand

It is contented that the causes for the elevation of shingle prices have for the most part been beyond the control of shingle manufacturers. In a recent statement issued by J. S. Williams, secretary of the Shingle Branch of the West Coast Lumbermen's Association—a man who has given an exhaustive study to the situation—he states that the simple answer is the natural economic law of supply and demand. Ever since the market began to boom a few weeks ago, the query has been in the mouths of lumber dealers, lumber consumers and prospective builders as to why shingle prices have been aviating. Here is the admirable summing up by Mr. Williams and the points that he makes will no doubt be read with a great deal of interest.

In the first place, he explains, the market is short of shingles and the shingle mills are short of red cedar logs; in the next place, the country is experiencing a building boom that has brought with it an unprecedented demand for lumber of all kinds; the popularity of the red cedar shingle, due to its demonstrated serviceability, backed by additional advertising, has created a particular demand for this particular commodity.

"Naturally," asserts the shingle secretary, "prices have gone up, but even at present prices red cedar shingles, on a basis of service rendered, are far cheaper than any other class of roofing material."

Confronted With Log Shortage

In further explanation of the situation, Mr. Williams points out that the manufacturers' market is confronted with a severe log shortage. The log supply, he says, is less than 85 per cent. of the normal requirement.

"Why is the log supply short?" is the natural query, to which Mr. Williams replies that for more than a year, during the period of the war, logging operators centred their efforts on getting out spruce and fir logs—the species need for airplane parts and ship timbers. Logging railroads were built to tap spruce and fir forests. Cedar tract was ignored."

"Now, since the war is over, it is not sound economy to change these logging railroads until after the spruce and fir stands are cut. Consequently very few new belts of cedar will be opened for several months.

"Moreover, immediately after the close of the war, and for several months thereafter, conditions were so uncertain that many logging operators and quite a few lumber mills suspended operations entirely. The previous war activities produced a large quantity of fir, spruce and hemlock logs which supplied the mills through a large part of the winter. New logging operations were not necessary until the early spring of this year.

"The same element of business uncertainty that caused the loggers and sawmill operators to suspend activities during the winter also forced many retail lumber dealers to let their supply of lumber and shingles run low.

"Then," continued Mr. Williams, "came the big building boom with which everyone is thoroughly familiar. During this boom the demand for shingles, on account of their superior qualities as a roofing and siding material, which fact has been driven home through national advertising for the past four years has been more than normal, and this demand is growing almost daily.

"This situation, together with the activity of dealers in replenishing their stocks, has created an abnormal demand for shingles in the face of the below-normal supply of cedar logs. In this connection, the advance in log prices has kept pace with the advance in the price of shingles themselves, so that the manufacturers' margin of profit is no greater than under normal circumstances.

Effect of Eight Hour Day

"Another factor that enters into the reduction of shingle and log supply, is the eight-hour day, which reduces the output of the mills by nearly 20 per cent. compared with the ten-hour operation.

"It must be remembered, too, that the nation-wide advertising campaign now being conducted on behalf of the Rite-Grade shingle, has stimulated the demand for shingles as a roofing and siding material. A home sided with red cedar shingles is the means of selling many additional orders in its neighborhood. In this way millions of shingles are being sold every year. The demand will continue to grow and the use of red cedar shingles will spread wherever people want durability, service, comfort, and beauty in their homes."

Canada Can Compete In Pulpmaking

A reference to the official evidence shows that an injustice was unwittingly done to the Canadian pulp and paper industry in a recent report of evidence given on May 20 by Dr. R. F. Ruttan of Montreal before the special committee of the Commons on Scientific and Industrial Research at Ottawa. The report stated that Canada could never compete in the export pulp and paper trade until Canadian pulp and paper are many degrees better than they are today, because of the insufficient skill and scientific training of the men who are making the pulp and paper.

The verbatim report of the evidence given makes it clear that Dr. Ruttan was speaking particularly of the higher grade pulps, in the production of which it is admitted some of the older countries, possess advantages over Canada, where the industry is of comparatively recent growth. Dr. Ruttan did not condemn the entire production of Canadian pulp and paper, nor say that it could not compete in the export market. He said in part:

"The great trouble with pulp and paper in Canada is not the quantity we are turning out—because we are turning out a tremendous lot, at a big profit for the country—but that we cannot compete in the export trade with the highest grade of pulp made in England and Sweden until our pulp is many degrees better than it is today. That is thoroughly well recognized. While our mills are turning out a good commercial grade of pulp, authorities on this question of paper and pulp agree that the quality of paper and pulp they are turning out is vastly inferior to the more valuable high-grade paper and pulp which they produce in England, Norway, Sweden and the United States, and the reason is that they cannot obtain university men of sufficient skill and scientific training on pulp and paper technology. It is our hope to be able to provide them in the near future."

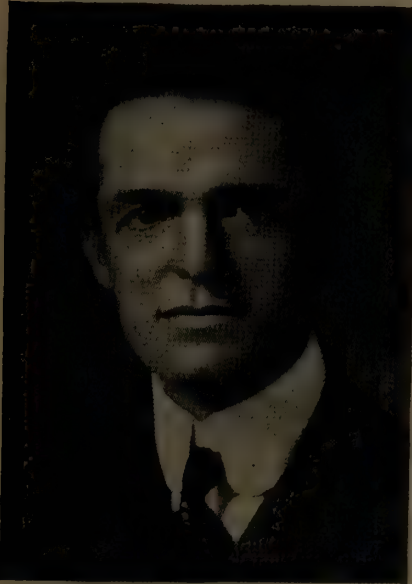
Good Progress on New Pulp Plant

The Kipawa Fibre Company is making rapid progress in the work of erecting the requisite buildings, the development of water power, and the installation of the machinery necessary to make its sulphite pulp plant at Lumsden's Mills, situated at the south end of Lake Temiskaming, Quebec. Already about one-third of the building program has been done, and with upwards of a thousand men on the pay-roll it is expected great progress will be made during the balance of this year.

Four digesters, each with a capacity of from 25 to 30 tons daily, are in position. A dam has been built on Gordon Creek, about one mile from its mouth, and about 200 feet above the level of the Ottawa River, into which it flows. The huge plant, in which it is ultimately planned to develop about 20,000 h.p., is being built at the foot of the hill, right at the edge of the Ottawa River. A branch line of the C. P. R. serves the new town, the distance from Mattawa being about 37 miles. From the site of the mill to Cobalt and Haileybury the distance is about 60 miles. It is about 140 miles almost due south from the plant of the Abitibi Power & Paper Company, which is yet the largest plant of its kind on the continent.

Mr. Harris Tells of Trade Openings Abroad

Chairman of the Canadian Mission Wants People of the Dominion to Get Vision of World Business That is Now Thrust Before Them



Lloyd Harris,
Chairman of the Canadian Mission
in London, Eng.

Stirring and optimistic was the address delivered recently before the business men of Toronto in the Board of Trade assembly room when Lloyd Harris, chairman of the Canadian Mission, London, England, spoke of the possibilities and potentialities of Canadian trade with the mother country and various nations of Europe. Mr. Harris, who has rendered signal service to the commercial and industrial interests of the Dominion, will spend some time in Toronto and other cities conferring with different groups of industries in respect to the development and upbuilding of European connections. As chairman of the Canadian Mission in London, since its inception, Mr. Harris has been very closely in touch with Canadian trade, and just previous to sailing for Can-

ada, he made a tour of the Continent, visiting practically all the countries of Europe and studying at close range their respective requirements and special problems at the present time.

Mr. Harris is well known to the large Canadian manufacturers and is himself identified with a number of progressive concerns. He was born in Beamsville, Ontario, in 1867, and was educated in Brantford and Woodstock. He entered the service of A. Harris, Son & Co. and learned the business from stoking the furnace up to the executive end. In 1889 he went to Europe in the interest of the firm and was resident manager in Great Britain, with head office in London, after the formation of the Massey-Harris Co., in 1891. A few years later he returned to Canada, since which time he has devoted his whole attention to his extensive private interests. He is officially connected with various organizations and is a large shareholder in the Massey-Harris Co. He sat for several years in the House of Commons in Ottawa, as the representative of Brantford, in which city he has always taken a deep personal interest, being a former president of the Board of Trade and a member of the City Council. Mr. Harris has also evinced active support of the Canadian Manufacturers Association, the Ontario Motor League and other bodies, while he has been an enthusiastic patron of sports and more particularly lacrosse. He is a member of a large number of clubs and identified with the Harris Trust Co., The Canada Starch Co., The Trust and Guarantee Co., The Russell Motor Car Co., The Dominion Power and Transmission Co., The Steel Co. of Canada, The Canada Glue Co., The Underfeed Stoker Co., and other organizations.

In his remarks Mr. Harris made a strong appeal to Canadian manufacturers to take advantage of the opportunity now afforded them for securing a large proportion of trade with European countries. He spoke of the splendid position which Canada now enjoys in the mind of the people of the mother land, and added, Great Britain, as well as the smaller countries of Europe were prepared to give the Dominion the bulk of their export trade provided Canada was willing and able to cope with it. He referred to the heavy purchases of timber and lumber which have been made by Great Britain in Canada, and hoped that the connection established by Canadian lumbering firms would be maintained. Great Britain would require a huge amount of forest products for the next three or four years, and it is up to Canadian manufacturers and bankers to get busy.

In exploiting this new source of trade, the speaker stated, it might be necessary, owing to the financial difficulties under which Europe is for the present laboring, to revert to a system of barter, and accept raw materials in exchange for our products. The demand for these products would, for some years at least, be enormous.

"Southern Russia can offer manganese ore, iron ore, tobacco, oil," said Mr. Harris. "It is up to the manufacturers and bankers of Canada to get together and form a syndicate. Unless the people of Canada realize what export trade means, anything that a Government

can do will be utterly useless. Things have been so easy in this country for the last five years that we have lost our selling organizations. Anything we did in the selling of war materials, the orders were handed to us.

The Splendid Position of Greece

Greece is in a magnificent position as compared with any other allied country in Europe. Her country was not damaged and she had a fair amount of shipping at the outbreak of the war. Premier Venizelos has wonderful ambitions for the development of Greece, and was to my mind one of the outstanding figures at the Peace Conference. Greece is to get added territory, which is largely agricultural, and there will be great developments along that line.

"They are the gateway to the Balkan States and I have suggested to M. Venizelos that Canada should be the workshops of Greece, and M. Venizelos has accepted that theory, and a deputation is to come to Canada with that in view.

"We have just completed a contract with Greece for their whole supply of wheat for twelve months, which means 5,000 tons a month or one million bushels a month. Our job now is to sell a billion dollars' worth of goods from Canada.

"Parts of the British Empire have been dependent upon England for many manufactured articles. England is not in a position to supply them now. The orders are there for you if you care to go after them. They have the money to pay for them. If you are going after the export trade, send somebody, who, in addition to being a good salesman, knows something about the technical end of your business. Our time is going to be wasted unless we get the idea into our heads that we are going to make it a permanent business.

"Canada has the greatest reputation of all the nations of the world in Europe to-day. That reputation was won by the fighting men we sent overseas. The smaller nations have a confidence in this country, and think we have no other idea than to build up trade with them. They have always been under the heel of one big power, Germany and Austria had a remarkable domination over Greece and the Balkan States. If we can give these people the things they want and can finance them, we can have not only their trade, but also their goodwill. The men we sent overseas have done their part. It is now up to the manufacturers, bankers and merchants to do theirs.

"In Canada I find a very discouraging set of conditions. It is depressing to find such a situation here. We should have the happiest country in the world, efficient and contented labor I have been preaching that Canada was the greatest and freest country in the world. Let us all get together and co-operate.

"Capital cannot have all its own way all the way through. Labor cannot have all its own way. We must get down to some sort of a decent compromise, some sort of a basis that we can make Canada the great country it ought to be."

The Sacrifices Made by Britain

"We know nothing in this country of the sacrifice made by Great Britain in this war. We know nothing of the enormity of their effort," added Mr. Harris.

"The rationing of coal in England last year was one-third of the normal supply," he said, "and from that one-third had to be deducted any electricity used. As a result it was impossible to keep a house warm. The needs for timber in England for the next few years will be enormous. Through some flaw in the law and without the knowledge of the British Government, a joker was in by which British markets were opened to the United States and not to Canada. It was a case of a father not knowing his own child. To-day the British markets are open to Canada and we hardly realize the possibilities of the British market. There is a market in England to-day for almost everything we manufacture in Canada.

"France has a tremendous job in the reconstruction of destroyed areas, and France will require much from Canada. Miles and miles of railroad tracks and railroad bridges have been destroyed.

"The French have problems of their own. They have an enormous debt, and they are demobilizing their army. They have unemployment, and must take care of their own people. For some years they will have a budget of four billion dollars a year, where before the war their biggest budget was one billion dollars. They must

look after their own people, and find employment for them. It is only what we would do in Canada.

Belgium is very much in the same position, but I think Belgium will be the first of the European nations to be ready to get started.

"Poland is not Bolshevik. All they want there is an opportunity to get to work. With Bolshevism on one side and the Germans on the other she is in a very bad position, but with clothing, food, and raw material she will soon go ahead. The conditions there are terrible. Thousands are dying from typhus daily, and the men in the army only have one shirt to their backs.

"In Roumania they are operating with sixty locomotives, where formerly they used twelve hundred. Roumania needs everything, and if we could only finance them we could find business for every industry in Canada."

Should Rightly Use Opportunity

In regard to the visit of Mr. Harris to Canada, where he will remain until early in July, the Canadian Trade Mission of Ottawa has issued the following statement:

While in Ottawa Mr. Harris was interviewed about the possibilities of Canadian trade with Europe. He spoke enthusiastically of the almost illimitable opportunities, but especially emphasized the fact that individual manufacturers and groups of traders should endeavor to secure a permanent footing in the export field, and that they should regard government credits only as an assistance to this end, not as the "be all and end all" of their effort.

"I want the Canadian people to get a vision of the world trade that is thrust before them," he says. "I believe it is something altogether new on which we are entering, and will exceed the dreams of the most optimistic. All our people should now emulate the Canadian soldier, whose example and courage are known in the most remote countries in Europe. We have had many instances of this from the missions from Southern Europe. They have again and again said to me: 'We want Canada to be our guide in our reconstruction ideas, because Canada's help has been so important, and her own effort in the last twenty years in building up a country is the brightest in the world.' Greece, Roumania and the new Balkan States all desire to enter into closer relationship with Canada. I think there has never been such an opportunity, if it is used rightly. The trade we are asked to do is not of firm with firm, nor even of a group of manufacturers with a group of merchants, but it is the whole trade of a nation with a sister nation. One hundred million dollars would not be too much for Roumania alone. If we could grant so much credit we could have the entire trade of a prosperous and secure country. That is what I mean when I want the Canadian people to get the vision of this world trade."

Mr. Harris is anxious to see Canadian shipping under Canadian register obtained in hundreds of thousands of tons, because he regards it as the missing link between an enormous potential trade and the markets which are wide open.

"Ships are the secret of our success," he says, "for we must find means of joining our railways with the railways on the other side of the ocean, that the stream of commodities may flow."

The Lack of Business Methods

A grave statement on the lack of business methods by some firms which is hurting the general Canadian reputation in Great Britain is contained in a communication from Mr. Henry B. Thomson, of the Canadian Trade Commission, now in London in an advisory capacity with the London Mission. He says:

"It has been brought to our notice by several firms here that Canadian manufacturers and others are very lax in not replying to correspondence and inquiries, and it is having the effect of creating an impression that Canada as a whole is not looking for business, or making much effort to get it. Trifles of this kind create a false idea, as the people in the United States are very particular about prompt reply to inquiries, and furthermore carry on a regular follow-up course of correspondence. Not only has it a bad effect in creating an impression of slackness, but it is also causing some of the importers here to make strong representations to the Government to remove the import trade restrictions with other countries that are not within the Empire. At the present moment Canada is, as you are well aware, particularly favored in this regard as compared with the United States, but if the representations of the importers are sufficiently strong and insistent, the Government will be forced to allow certain commodities to be brought in here on a par with Canada, because these commodities cannot be procured, or apparently so, within the Dominion. Even if they have not got the stocks on hand, or do not deal in the commodities they are asked about, surely it would be a simple matter for them to write a note to the English firm inquiring and explain the situation to them."

Canadian Lumbermen Operating in England

Canadian lumber methods, which were introduced in England during the war, are to be perpetuated in peace. General Alex McDougall, General W. B. R. Hepburn, M. P.; Col. Ewing, and Col. Campbell, of the Forestry Corps, are reported to have acquired extensive timber limits in England and will operate them. The British Board of Trade took over British forests after the armistice, and the Canadians have made an arrangement with the board for the disposal of their cut. It is probable that the Canadian sawmill equipment there will be taken over and Canadian lumbermen employed as far as possible in overseeing and carrying on the work. Other Canadian lumbermen, formerly in the Canadian forces, are also going in for lumbering in the Mother Country, among them being Vincent Mott, of Ottawa, formerly in business in Montreal.

Paper Men Sending Mr. Dawe Overseas



A. L. Dawe, Montreal, Que.

A special general meeting of the Canadian Pulp and Paper Association was held in Montreal recently to consider ways and means of improving the export business in Great Britain. It was decided to send A. L. Dawe of Montreal, secretary of the Canadian Pulp & Paper Association, to London, to act as pulp and paper advisor to the Lloyd Harris Canadian Trade Mission, the suggestion that an expert familiar with the industry, be sent, coming from Mr. Harris himself. Mr. Dawe has been with the Pulp and Paper Association for some years and prior to that was engaged in the paper trade both in Montreal and in England.

A long discussion took place concerning the difficulty of obtaining shipping and the excessive freight rates now in force between Canada and Great Britain, the prevailing sentiment being that Canada ought to be prepared to look after her own shipping interests at the present time without depending so much upon the Old Country. It was stated at the meeting that some ships now owned by the Canadian Government are being employed in bringing foreign products to this country from Cuba and elsewhere, which might better be employed in carrying Canadian products, such as pulp and paper for which there is a steady demand, to England, under such arrangements as would make it possible for Canadian producers to meet foreign competition. It was also stated that the American shipping board has diverted several ships to the St. Lawrence route, some of which were reported as being now engaged on cargoes in Montreal. Efforts will be made to obtain space on these boats for Canadian pulp and paper exports. The statement was also made that this diversion of American shipping is but the beginning of a regular service between Montreal and Liverpool by ships owned by the American Government.

Advance in Lumber Prices Scheduled

Lumber prices are scheduled to advance very much per 1000 feet. June 15th, according to statements of leading manufacturers in the West. A recent despatch from Seattle says this will be the sixth upward price revision in sixty days. There is some opposition to the project from representative mills, which claim that the log market is firm, and logging contractors have been demanding more money from mills that must buy commercially and are not in possession of any large area of stumpage of their own.

It is pointed out by the more conservative manufacturers, who are in opposition to the advance and desire to hold quotations at the present level, that an advance will surely follow in logs which will take the profit carried by the proposed quotations from the manufacturer and leave him in a worse position than before. It is claimed that further high prices will shut off lumber buying in the East, the greatest avenue of distribution.

West coast mills, including those reporting to the associations and others, are approximately 20,000 carloads of lumber behind in their orders. This includes prior orders by rail, cargo and coastwise in the domestic trade. Some of the mills have been operating day and night crews to gain headway on the delayed shipments. Production is now within 11 per cent. of normal. New business is coming in despite the comparatively high prices. It will require steady operation until the middle of August to clean up on accumulated business.



A panoramic view of the industries of the Keewatin Lumber Co., Keewatin, Ont.

Keewatin Lumber Mills Splendidly Equipped

How Progressive Organization Has Kept Pace With Development of the Industry— Some Features of Busy Plants and Various Departments

One of the most progressive and enterprising lumber manufacturing concerns in Ontario is the Keewatin Lumber Company, Limited, of Keewatin, Ont. Their plants are located at Keewatin and Kenora, on the main line of the Canadian Pacific Railway, and at the northern end of the Lake of the Woods, one hundred and thirty miles east of Winnipeg and three hundred miles west of Port Arthur and Fort William. The mills are admirably equipped and the product of the company enjoys a wide market. A special pride is taken in seeing that a good grade of lumber is shipped and that all consignments are sent forward promptly.

E. W. Bačkus is president of the company, S. W. Backus vice-president and W. F. Brooks, secretary-treasurer. The manager is D. McLeod, who enjoys a wide acquaintance in the industry and is a thoroughly practical and wide-awake sawmill man. The mill at Keewatin was completed in 1906 and has been considerably added to since that time. The cut last season was about twenty-four million feet and four million pieces of lath, the output being somewhat smaller than usual owing to the shortage in help and the fact that a double shift was not run after July in order that the men might be released to help gather in the harvest by reason of the scarcity of labor on the farm.

The company's output is sold largely in Manitoba and Saskatchewan, and some to Lake Superior points and Eastern Canada. The timber supply is principally white and red pine, with a small percentage of spruce. The company purchases from settlers and others, considerable quantities of poplar logs each year, the amount being about 7½ per cent. of their cut. The timber resources are located at the extreme northern edge of the great pine belt of North America, which, in all likelihood, accounts for the fine quality, close texture and grain, of the red and white pine turned out. The Keewatin com-

pany are also proud of the superior quality of their spruce, which moves freely to the trade.

During the past winter the company operated seven camps, and got out about 70 per cent. of their normal supply of logs. The cost, however, was considerably higher than in previous years, running up about 25 per cent. per M. to stream. The Keewatin mill has already started operations for 1919, and two shifts will be employed until harvest, after which the mill will run with one shift for the balance of the season. The planing mill is operated the year round.

The company have spur track facilities for a large number of cars, having loading platforms to serve some 30 cars at a time, and when the tie mill is in operation, this amount of space is used. The Keewatin yard has room for thirty-five to forty million feet of lumber.

In hauling and towing equipment the company have three steam tugs which ply on the Lake of the Woods, and also employ four Alligator Warping tugs of the twin screw type for use on the interior lakes. At Keewatin, there is not only the sawmill with a capacity of 225,000 in 20 hours and 100 M. lath in the same length of time, but there is also a planing mill, box and shook factory, and tie mill. The normal annual capacity of the Keewatin mill is 30 million feet of lumber, 6 million feet of lath and from 400,000 to 500,000 ties.

At Kenora there is a sawmill and a box factory, the former not being operated this year. A new battery of boilers will be installed and other improvements carried out. If labor conditions are such that the company can cut a sufficient supply of logs during the coming season, the Kenora mill will be started up next spring. At this point there is a marine slip operated with the annual machine and blacksmith shop in connection.

The equipment of the Keewatin sawmill is as follows: two 8 ft. diamond bands, two diamond band resaws, one 5 ft. one 6 ft.; three



The extensive piling grounds of the Keewatin Lumber Co., Keewatin, Ont.

edgers, one trimmer, one diamond bolter, one diamond lath mill, usual filing machinery.

The Keewatin sawmill power equipment consists of: one Buckeye high speed engine, 750 h.p.; five boilers, 66 x 18 No. 125 5 team; one 1,200 light dynamo and engine; usual pumps, etc.

In the planing mill are: two P. B. Yates fast feed matchers, one P. B. Yates fast feed surfacer, 30 in., one P. B. Yates 54 in. vertical resaw, one P. B. Yates 108 moulding machine, one McGregor Gourlay 15 in. 2 Y. matcher, one Hoyt & Co. surfacer and sizer, one



Mill and log pond of Keewatin Lumber Company, Keewatin, Ont.

Canada Machinery Co. self feed rip saw, one American 3 saw trimmer, two American cut-off saws, one Picket heading machine, one Byrkit lath machine.

The remaining plants and equipment in Keewatin are:

Box and shook factory—one P. B. Yates & Co. 26 in. single surfacer, four Cowan Co. cut-off saws, four Cowan Co. rip saws, one Meehan Johnson cleat machine, two Morgan nailing machines.

Planing mill power—one Buckeye high speed engine 300 h.p., two 66 x 18 boilers, one 250 light dynamo and engine, one 1,600 gal. fire pump.

Tie mill power—one 250 h.p. Corliss engine, two boilers 66 x 16 125 lbs. steam, one 100 light dynamo and engine, usual pump, etc.

In connection with the Keewatin plant a complete machine and blacksmith shop is operated.

At the Kenora plant there are two band saws and a resaw with the usual complement of edgers, trimmers, and lath mill equipment, while there is a planing mill and box factory in connection. The equipment of the box factory is four pairs saws, three resaws, two nailing machines, one equalizer, one cleat machine, two surfacers, one recess machine, one set lock corner machine, usual filing machinery.

The Midsummer Trip of Ontario Retailers

The annual summer outing and educational trip of the Ontario Retail Lumber Dealers' Association will be held on Thursday, Friday and Saturday, July 31st, and Aug. 1st and 2nd. The members will leave Toronto on the evening of July 31st, but the trip proper will commence Friday, Aug. 1st. In the morning there will be a tour to the plants in Penetanguishene, and at noon luncheon will be enjoyed. The afternoon visits will be made to plants in Midland, followed by a steamer trip to Honey Harbor or Minnecoganashene. On Saturday, August 2nd, the sojourning lumbermen will pay a visit to the mill of the Victoria Harbor Lumber Co. at Victoria Harbor, and the Georgian Bay Lumber Co., Waubashene. On Saturday afternoon the members will be free to return home or spend the week-end at any of the numerous summer hotels where splendid bass fishing may be enjoyed. As Monday, August 4th, is Civic Holiday in Toronto and other cities in Ontario, it is probable that a large number of the members will take advantage of the occasion to enjoy the week-end at some of the attractive spots on Georgian Bay.

Service Lumber Co. Opens Toronto Office

A. E. Masuret, representing the Service Lumber Co., Pacific Building, Vancouver, B. C., has arrived in Toronto and opened an office at 30 King Street West in order that the firm may cater more extensively to their Ontario patrons and furnish better service and facilities. The Service Lumber Co., at the head of which is Sid B. Smith, are also opening an office in Montreal while for a considerable time they have had a branch in Winnipeg. The firm specialize in rough and dressed timber, in fir, spruce and cedar, fir tank stock, and fir ship decking as well as B. C. red cedar shingles and the usual line of Pacific coast products such as shiplap, boards, siding, ceiling, flooring, etc. Mr. Masuret was formerly manager of the Eldorado Lumber Co. whose mill is located at Tyee Siding, near Duncan, on Vancouver Island. He is a former resident of Ontario, leaving London

some 25 years ago to locate in the West. Up to the time of becoming identified with the lumber industry he was engaged in railway construction work. The Service Lumber Co. handle the output of mills at Royston, Cumberland, Tyee Siding and other places and have developed a large and growing business in the East. Sid B. Smith, head of the company, recently visited Montreal, Toronto and other Eastern places calling upon the trade.

Logs are Coming to Mills Much Earlier

Charles Henderson, Crown Timber Agent, of Sudbury, in reviewing logging and timber conditions in that district, says that the yield of logs will be about ten per cent. short of last season. The output of pulpwood will be about 15 per cent. greater than last season, and the wood has been practically all cut from the company's concessions. The output of railway ties is very much greater this season. Last season the production of ties in this district was about half a million, this season it will reach about three million ties. Labor conditions have changed greatly since last fall. Men are seeking employment and there are more men offering than there is employment. Lumber men will deliver their output to the mills, at least six weeks earlier than last season, owing to drivers being plentiful and water for floating the timber, good.

Expansion of Portable House Trade

The subject of movable houses, readi-cut homes, portable dwellings and knock-down structures has been receiving much attention of late, not only in the newer portions of Canada where the settlement of soldiers on the land is taking place but also in the devastated countries of Europe where it is desirable to have housing accommodation for the masses whose abodes were destroyed during the late European war. The portable house industry is one of comparatively recent growth, and in the recent Export Edition of the "Canada Lumberman," an interesting and timely article appeared from the pen of C. E. Merrett, of Ottawa, who dealt thoroughly with the expansion of this rapidly growing Canadian activity and told how the structures are manufactured, their use, special features and convenience. He also referred to co-operation in the Canadian industry in seeking to secure orders from abroad for special types of portable houses. Mr. Merrett, who for many years has been associated with James Davidson's Sons' Ottawa, described in detail the various ways in which such domiciles are manufactured, as well as their strength, service and comfort.

Another type of house which is making much progress among the homebuilders of the nation is the readi-cut and some attractive and inviting residences have been built on this plan. The Canadian Aladdin Co., Ltd., of Toronto, have specialized in this particular line. It is interesting to note that a few years ago a writer in the "Canada Lumberman" said that the price of carpenter work had been advancing year by year thus making the cost of lumber higher when in position. He predicted that framing material would eventually have to come to the building trimmed to length and thought that this fact was not generally appreciated as it should be. He predicted that the piece stuff of the future will be furnished to the building ready for position and that the practice of cutting and cutting with a hand saw at the building until it fit was altogether too costly. On another page is presented some representative cuts of portable buildings and readi-cut home which will be found interesting.

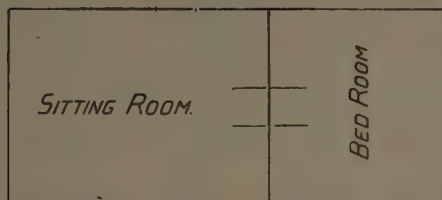
Newsy Happenings From Ottawa

James Davidson's Sons are fairly busy on a new order for two or three carloads of doors for the Old Country. The price this year is about ten per cent. in advance of that received last year. This plant also during the first part of June was successful in securing the contract for the doors, sash, and lumber to be used in the new Daly building on Sparks street. The value of the contract was in the neighborhood of \$10,000.

Mr. Kemp Edwards, who for many years has occupied the position of secretary-treasurer of the George M. Mason Lumber Company, Ottawa, has now become its general manager as well, owing to the recent death of Mr. George M. Mason at Montreal. Mr. Edwards will continue in his capacity as secretary-treasurer of the company. The new Board of Directors, with Mrs. G. M. Mason taking the place of her husband, will be comprised of the following members: Mr. W. T. Mason, Montreal, president; Mr. George I. Dewar, of the Montreal Lumber Co. and the Export Lumber Co., Boston, vice-president; Kemp. Edwards, sec.-treas. and general manager; Mrs. Anna Mason, mother of George M. Mason, and Mrs. George M. Mason.

Mr. J. E. Reynolds, of Hardy and Co., lumber insurance agents, will leave Ottawa shortly to attend the 54th annual convention of field men of the Associated Lumber Mutual Fire Insurance Companies which will be held at Boston June 24th to 27th inclusive.

Some Types of Portable and Readi-Cut Cottages



The Gatineau—2 room cottage composed of five verandah sections and containing sitting-room and bed-room. By James Davidson's Sons, Ottawa, Ont.



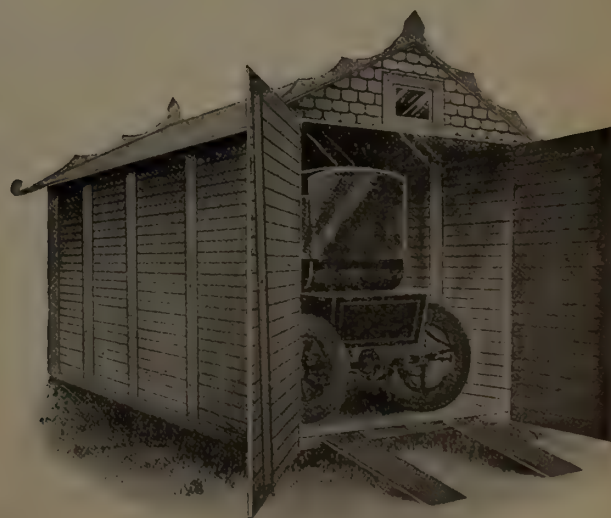
Hunter's Cabin—size 6 ft. 4 in. x 9 ft. 6 in. By James Davidson's Sons, Ottawa, Ont.



The Dixie—containing one large living-room, three bed-rooms, bathroom, closets and pantry. By Canadian Aladdin Co., Ltd., Toronto, Ont.



The Champion VI.—containing living-room, dining-room, kitchen, two bed-rooms, pantry, bathroom and closets. By Canadian Aladdin Co., Ltd., Toronto.



Portable Automobile House—9 ft. 6 in. x 12 ft. 8 in. with 7½ ft. side wall panels. By James Davidson's Sons, Ottawa,

Summer Meeting of Woodlands Section

The following is the programme of the summer meeting of the Woodlands Section of the Canadian Pulp & Paper Association at Berthier and Grand'Mere on Wednesday and Thursday, June 25 and 26. Visitors will leave Montreal Wednesday, June 25, by C. P. R. train, 8.50 a.m., arriving at Berthier 11.10 a.m., or will leave Quebec the same day by C. P. R. train 8.30 a.m., arriving at Berthier 12.50.

From Berthier station visitors will be taken in cars to the nurseries, where luncheon will be served. After the inspection of the nurseries a return will be made to Berthier to connect with the 6.53 p.m. train to Three Rivers. Dinner will be served on the train in the diner.

From Three Rivers the visitors will go by the 8.05 p.m. train to Grand'Mere, and will stay on the sleeper.

The association is informed by the Hon. J. Allard, Minister of Lands and Forests, that arrangements will be made to give the official welcome to the Forestry Service hydroplanes which will give complete demonstrations as to the work that is planned for the summer. The Premier of Quebec has signified his intention of being present.

On Thursday, June 26, there will be an inspection of the Proulx Nurseries, with demonstration of tractors, fire pumps, and slash burning.

Luncheon will be served at Grand'Mere, visitors leaving at 2.15 p.m. for Montreal and at 4.50 p.m. for Quebec.

What Publicity is Intended to Accomplish

Advertising is the gentle art of informing some who want to buy of the fact that you have for sale the product he is in the market for. Advertising is also intended to keep before the vision of this buyer the further fact that you are always in a position to furnish said buyer with his needs in that particular product at any and all times, says the "Lumber Trade Journal." Not all people are users of transmission machinery, rubber or leather belting or any other specialized or technical product used by the industrial trade. At the same time it might be further suggested that all readers are not users of motor trucks.

The essence of advertising is to reach the readers interested in your product with the least possible waste of time, effort and money. It is therefore an accepted basis of fact that advertising is as equally a specialized product. It is a waste of time and effort to hunt for daisies in the middle of the ocean, and therefore, an equal waste to hunt for customers for motor trucks, transmission machinery, rubber and leather belting, etc., among barbers, salesladies, manicure artists and what not.

The business paper is a specialized publication catering to the best interests of the industry it represents and read by all the industry. Its advertising pages are given the same thoughtful consideration as are the reading pages. The price for one page in one issue of a certain national weekly, read more by barbers, salesladies, manicure artists and hair oil peddlers than by business men, would buy a page in each issue of almost every trade paper catering to the trade that the advertised product is intended to reach.

The barber has a scraping acquaintance with the owner of a saw-mill, the manicure artist produces tender reflections in the mind of a manufacturer of steel as she fondles his finger tips, the saleslady knows by sight the name of the man who makes her chewing gum, and the hair oil peddler has an oily way with the manufacturer of motor trucks; but none of these artists will ever step into the shoes of the man who actually buys and uses the specialized or technical product advertised. In these piping times of modern business methods what cares the advertiser.

Pulpwood Production is Not Brisk

The present season is not one particularly active for the getting out of peeled pulpwood and there is only a fair demand just now for spruce wood. One of the large firms in Northern Ontario writes that they are taking out no pulpwood at all this season and that the cost of producing the same was never higher than it is at present; in fact, it seems to have reached the limit. This is the season when pulpwood has to be cut if it is desired to peel the same. Settlers are not very anxious to go extensively into pulpwood cutting just now for several reasons, one of which is that contractors do not like, owing to the unsettled state of affairs, to name a fixed price for the product and, in the absence of such, the settlers are not particularly eager to go ahead and get out wood not knowing what they are likely to receive. Another barrier is that owing to the heavy spring rains most of the swamps and low lying lands are under water or the ground is so soft and soggy that it is not possible to cut trees with any degree of comfort or satisfaction. The price paid in Ontario for peeled pulpwood on the cars is from ten to thirteen dollars per cord. Much depends upon the location of the wood and the freight rate from point of shipment to destination.

Who Can Supply Aromatic Red Cedar?

William Cane & Sons Co., of Newmarket, Ont., who are manufacturers of lead pencils, pails, tubs, clothespins and other woodenware, writes the "Canada Lumberman" that in the special export number they noticed some illustrations of eastern red cedar. The firm state that they are in the market for genuine aromatic red cedar which they use extensively in the manufacture of lead pencils. William Cane & Sons Co. are at the present time bringing in this wood from outside points to Canada and they add "If there is a likelihood of our obtaining material in this country we would very much like to purchase it in Canada, rather than buy it from anywhere else. We might state that British Columbia red and yellow cedar we have tried and find unsuitable. The native cedar here, a white cedar, would be the term we believe, is also unsuitable."

Lumberman Says Capital is Uneasy

At the recent sitting of the Industrial Commission in St. John, N. B., one of the witnesses examined was J. Fraser Gregory, of Murray & Gregory, Limited, lumber manufacturers. Mr. Gregory reminded the commission that capital is just as uneasy as labor. Discussing the eight-hour day question, he said it could not be introduced into such seasonal business as lumbering, because one couldn't hold up a freshet carrying logs simply because an eight-hour day had expired.

J. M. Christie, lumber manufacturer, said naturally wages paid were governed by conditions. Obviously the fewer hours a man worked the less he produced. This was true even when the improvement in machinery was taken into consideration.

Commissioner Pauze: "If your men were put on an eight-hour day would you have to import stuff?"

Mr. Christie: "Yes from other parts of Canada and the United States."

Has High Water Mark Been Reached?

Writing to the "Canada Lumberman" a leading Ontario timber operator says: What I do know is that the cost of taking wood out must have reached its highest point for the season 1918-19. The demand for railway ties is very great—more so than the supply to meet that demand. Labor conditions and a general desire to curtail caused the railways to reduce their purchase of ties very materially in 1915/16 and 1917, resulting in the necessity for securing large quantities in 1918 to keep up with necessary renewals. The acute labor situation during the season of 1917/18 caused the available supply for the season of 1918 to be much below normal requirements, and instead of an improvement during the cutting season of 1918-19, the conditions became more difficult still; and while there has been a fairly large output of railway ties through Northern Ontario, I feel I am safe in saying that it is not more than 60 per cent. of what the railways should absorb.

In our own business we took out more than double the quantity of ties during the past season that we did the previous season, all under a specific contract with one railway company; and the demand continues very great. Labor conditions are still very unsettled, and the man who would predict what the future is going to be would be a venturesome man, indeed. Prices for railway ties as for all other kinds of timber is, of necessity, high—I would almost say, has reached high water mark.

Tribute Paid to Canadian Lumber Firm

A recent issue of the New York Lumber Trade Journal says: Muir & Kirkpatrick, of Toronto, Canada, and Vancouver, B. C., announce that they will have for distribution this year in the Canada and United States markets from 130 to 140 million feet of spruce adaptable both to domestic and export trade. They have three mills equipped to cut exclusively for export, and solicit inquiries from the wholesale trade on foreign business. It is the purpose of Muir & Kirkpatrick to confine their trade exclusively to the wholesaler, and in this connection W. M. Callahan, 127 Edna Place, Buffalo, has been appointed Eastern sales agent, and will cover all the territory from Buffalo to Boston. In producing these stocks Muir & Kirkpatrick will cut even lengths and widths in all thicknesses, and solicit special cutting orders. Shipments will be made all rail. The Vancouver office will be in charge of A. E. Mackney. Sidney R. Anderson has been appointed sales representative for the territory west of Buffalo. Mr. Callahan has been specializing in Canadian and Coast products for several years.

In their advertising in the local press S. Anglin & Co., Kingston, Ont., who conduct a progressive lumber yard and woodworking factory say: Build now. The high costs of labor in the bush and at the mills, leave little prospect of any drop in the price of lumber. Our advice is to build now and get the use of it.

Keeping Tuned Up in the Lumber Trade

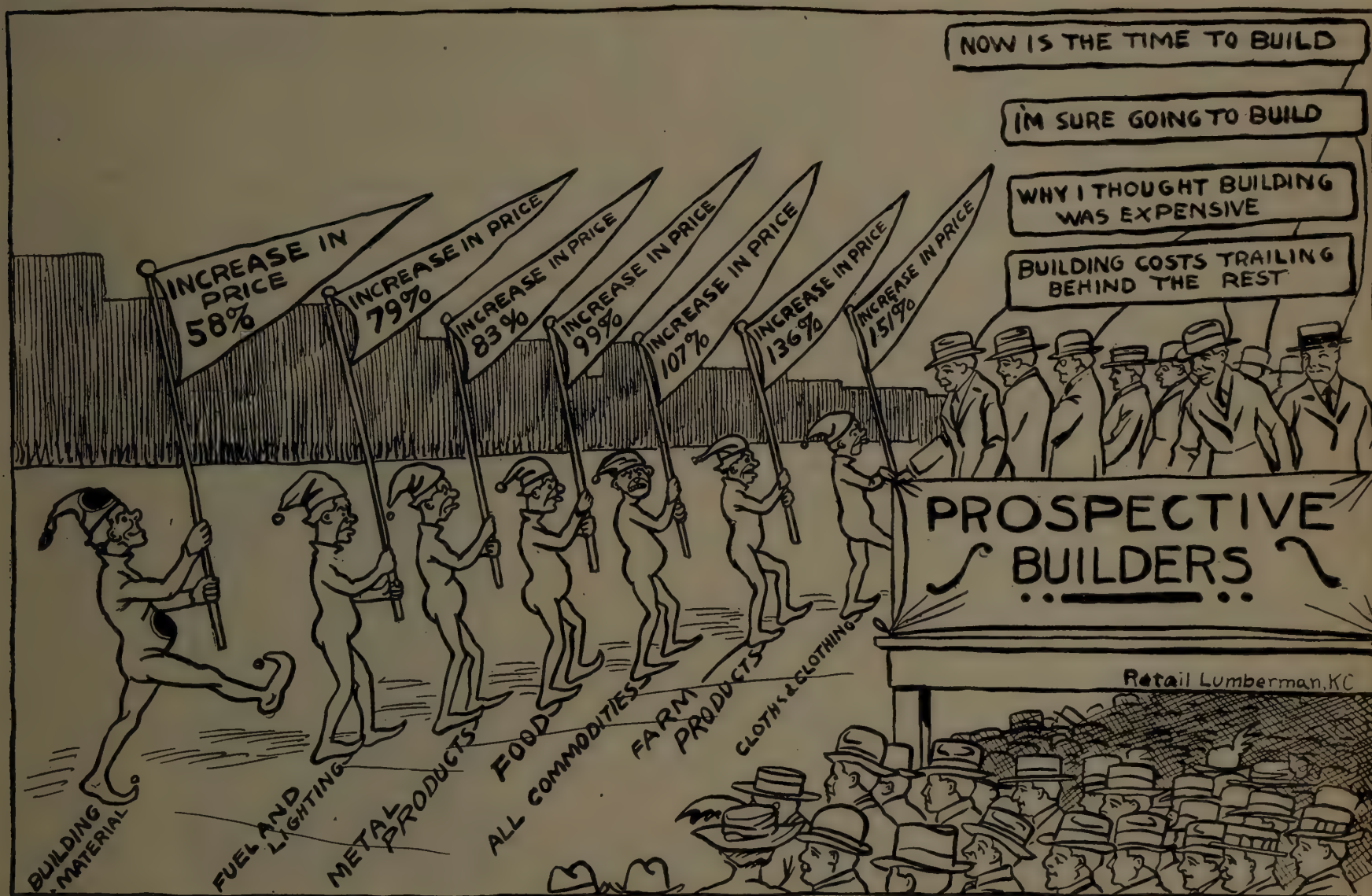
It is a familiar sight to see musicians, especially those who use stringed instruments, tuning up before they begin to take their part of the program whatever it may be.

They might argue after this fashion: "I am too busy to bother tuning up. Besides, why should I? The strings are there and the other parts of the instrument, and they should be reasonably ready for use. The other fellow who hasn't much to do or who wants to make something of a show, can tune up if he likes, but as for me, I will cut it out! I have got along so far without doing much tuning up, and I reckon I can go on the rest of the way as well as I have come this!"

Can you imagine a musician of that caliber, playing in a symphony orchestra or before a discriminating audience? Not much! Even a cheap restaurant would not tolerate him. Probably the best

It is just as important that the delicate human instrument with its myriads of fine wires in the shape of nerves, its brain cells with their peculiar functions, and its wonderful system so marvelously interdependent, should be "tuned up." The musician can buy another instrument; the business man cannot buy another body or brain. He may be driven to the point of having the one he has tinkered as nearly into shape as possible by the best doctor or surgeon he can find, but the best remedy after all is prevention.

Sometimes we wonder to see men who are at the head of large corporations, the business of which runs annually into millions, spending so much time, as it seems to us, in golf, motoring, camping, fishing, or whatever particular type of recreation appeals to them, and yet if you and I were to talk to these captains of industry the chances are that they would tell us that there is no more important



If YOU are one of the thousands who want to build, and who OUGHT to build, but are delaying because you think building costs are too high, please study the above price increase comparisons. You will find that building materials have ADVANCED LESS than ANY OTHER COMMODITY, and that consequently money invested in new buildings now, is the best investment that you can make. Come in and talk it over with us.

From "The Retail Lumberman"

he could expect would be, to be allowed to saw away on a street corner.

There are a lot of business men who are just as unwise about themselves as this. They think they can go on day after day, week after week, month after month, and year after year, without "tuning up." After awhile, as might be expected, nerves begin to jangle, the very closeness to their problems causes them to lose their sense of perspective, and they either deteriorate into small, grubby business men who merely hang on because of their dogged persistence, or else they face a nervous or perchance a mental breakdown altogether. Either is serious. Neither pays.

part of their routine than "tuning up." It helps them to be physically and mentally fit for the big tasks which they are obliged to face continually.

The man who keeps his nose continually on the grindstone will soon suffer from two physical defects. First, he will become so cross-eyed that he cannot see plainly; and second, his nose will wear off gradually so that after awhile he will not be able to see at all.

We cannot continually draw upon our bank account without making regular deposits, for soon we will come to the end and our bank checks will be returned marked "No funds." This is always humiliating, because it is a situation which impairs our credit and

injures our selfrespect. After all, the Chinese people are wise in their day and generation, in that they pay a physician as long as they keep well, and promptly stop the regular remuneration they otherwise pay him as soon as they fall ill.

Any condition which departs from the strictly normal always lowers one's efficiency and capacity for enjoyment, so there is no advantage in encouraging such a condition. We admire the heroic fortitude of the early martyrs, for the reason that they suffered for principle. There are modern martyrs also, who are unavoidable victims of circumstance, but we have no patience and no right to have any patience with people who deliberately neglect themselves and abuse body and brain, which would serve them well if given half a chance.

Any man who invests money in a motor car expects to pay out more or less, in time or money or both in keeping it in repair. If he ran it through thick and thin, without paying much attention to its mechanical needs except to keep gas and oil enough in to insure locomotion, he could be sure he would have trouble some day, and such a man would be just the type to be impatient and resentful because that trouble came at a peculiarly inopportune time. Before a locomotive or a sea-going vessel starts out on a journey its essential parts are all carefully tested and it is "tuned up" for the trip.

There are a variety of ways in which the "tuning up" process can be effected by the man in business. Anything which invigorates him in mind and body will be effective. He requires recreation pure and simple, and it should be taken in moderation, regularly and along lines which he especially enjoys. One man may be benefited by hunting; another by frequent musical treats; still another by a game which pits his wits and skill against some other shrewd individual. There is nothing like a change of occupation to give a healthful rest.

Then it tunes a man up to come in contact with others in his same line or calling, and so he is foolish if he neglects the opportunity to join whatever co-operative organizations are available which will prove an inspiration—the local retailers' association of business men, the state association, the national organization, the local Chamber of Commerce, clubs which are helpful in their nature, or possibly fraternal organizations which appeal to him in their fundamental principles. Contact with people of the right type out of business hours is an important part of "tuning up."

A change of scene is a necessity occasionally, for the man who never stirs from the area of a limited horizon becomes narrow and lacks the inspiration of the achievement of others. It is a good plan sometimes to climb over the garden wall and see what is on the other side.

An instrument which is neglected for a long time is more difficult to tune and does not stay in tune so long as one which has been properly cared for. The owner of a very fine piano neglected to have it tuned for a number of years, because it was used so little. When discords at last made it imperative the instrument was tuned. It took long and patient work, and the tuner said: "This will not stay in tune long. It ought to be tuned every three months or oftener for a considerable period of time, to get back if possible to where it was."

It doesn't pay to put "tuning up" off. It is too expensive. Not in dollars and cents alone, but in that subtle quality of power to produce results which only keeping in tune can insure.—The Hardwood Record.

How Workmen's Compensation Operates in Ontario

The report for the fourth year's operation of The Workmen's Compensation Act contains much interesting information concerning industry, workmen, and accidents in the province.

During the year \$3,514,648.47 was awarded for compensation, or \$11.600 a day, and \$369,346.37 for medical aid, or \$1,219 a day, the number of cheques issued per day being 248 for compensation and 139 for medical aid.

Payment was made for 40,930 accidents, 382 of these being death cases, 2,549 causing some degree of permanent disability, 25,446 causing only temporary disability, and 12,553 involving only medical aid.

It is estimated that over 500,000 workmen are covered by the provisions of the Act.

As the disability in serious accidents often continues into and sometimes beyond the following year, complete statistics can only be given for the prior year.

These show that about 75 per cent. of the injured workmen were British subjects and 25 per cent. foreign; 6½ per cent. were Austrians, 6 per cent. Italians, 5½ per cent. Russians, and 2½ per cent. citizens of the United States.

The average weekly wage of injured workmen was \$19.06, and the average age 34.07.

The total time loss from accidents during the year was 565,526 days; the average length of temporary disability was 21 days.

Machinery caused about 32 per cent. of all the accidents; the handling or moving of objects, 28 per cent., and falls of the workmen, 10 per cent. The most prolific individual causes were saws, which caused 892 accidents; lathes, 891; presses, 813; hoisting apparatus, 785; abrasive wheels, 781; belts, pulleys, chains and sprockets, 390; of which 7 were fatal; planers, jointers and edgers, 260; shapers, moulders, and headers, 121; shafting, couplings and set screws, 75, of which 6 were fatal. Falls from vehicles caused 260; collapse of support, 276. Hot and inflammable substances caused 1,018 accidents; falling objects caused 1,256; and runaway animals, 98.

In the present industrial conditions the existence of a law which is just and satisfactory to labor and not unduly burdensome to industry is of the highest importance, and the success of the present Ontario Act must be a great satisfaction to those responsible for its enactment, among whom the representatives of labor took a leading part.

While the amendments at the last Session have put the Ontario law in the first place in regard to benefits to workmen, the rates of assessment are low compared with those of other places. The explanation is in the fact that Ontario has a collective liability state system, in which the comparatively small cost of administration is mostly borne by the Province, and in the fact that the provisions and methods of administration of the Act are very simple, speedy, and inexpensive.

Statistics show that from 40 to 60 per cent. of what is paid by employers for private insurance elsewhere is consumed in expenses and profits, and less than 25 per cent. of what the employer paid under the old employers' liability system actually reached the workman or his dependents, the rest being absorbed in legal and other expenses.

New Waterous Representative Appointed

C. E. Kendall, who is well known among the prominent saw mill men of Canada, has been appointed representative of the Waterous Engine Works Co., of Brantford, Ont., in British Columbia, and has entered upon his new duties. Mr. Kendall is a relative of the late I. N. Kendall, who was famous as a millwright and inventor of various machines for the sawmill, notably the Kendall gang and nigger. Mr. Kendall has had many years experience and practical insight into saw mill and pulpwood operation and construction. He enlisted with the 67th Battalion "Western Scots" in Sept., 1915, and went overseas



Sergt. C. E. Kendall, Vancouver, B.C.

in March, 1916. His battalion landed in France on Aug. 13, 1916, as a pioneer battalion to the 4th Canadian Division, and went at once into the Ypres salient and six weeks later was transferred to the Somme. Sergt. Kendall was with the battalion until the latter part of October, 1916, when he was ordered to report to divisional headquarters as draughtsman in the intelligence department. He assisted in preparing the plans for capturing Regina Trench and later on the plans for Vimy Ridge. One month after the famous ridge was taken he was transferred to the Forestry Corps, at the request of Gen. McDougall, and did duty with the different forestry companies, placed in the areas next the front line trenches until Oct. 28, 1918, when he was seriously injured in a collision between his motorcycle and a fast moving railway engine between Arras and Doullens. After spending several months in various hospitals in England and France, Sergt. Kendall recently arrived in Vancouver, and was immediately appointed British Columbia representative of the Waterous Engine Works Co., succeeding Mr. Hugh Gilmour.

Present Freight Rates Much Too High

For Canadian Spruce to Compete with Goods from Sweden and Norway in Britain



J. I. Bennett, Montreal, P.Q.

Mr. J. I. Bennett, president of the Bennett Lumber Co., Montreal, lumber exporters, has just returned from a visit to England, France, Belgium, and Italy. Speaking to a representative of the "Canada Lumberman," Mr. Bennett stated: "When I was in England and on the Continent the markets were bare of stock, but since then prices for spruce have weakened, due to large importations from Sweden, Norway and Finland. Owing to the difference in freights it is practically impossible for Canadian spruce to compete with goods from Sweden, Norway and Finland. The freight rate from Montreal is now being quoted about \$70 to \$80 per standard, which, at present prices ruling in England, prohibits any large quantities being shipped from this side.

"There is also another factor entering into the question. The British Timber Buyer is able to ship at Government rate of freight—a much lower rate than is obtainable by private shippers. The consequence is that spruce is laid down in England at a cost with which ordinary exporters cannot compete. While the purchases by the British Government are no doubt of great value to Canada as a whole, yet they have made it difficult for the private shipper to do business in Great Britain, and this has had a deterrent effect on individual enterprise and initiative. There is a great demand for pine, and hardwoods in the Old Country.

"I believe that freights will come down; they cannot stay at their present high level with the hope of our increasing the Canadian spruce business. The same applies to Continental Europe. A Finnish firm has offered 9 in. white spruce, c.i.f. Havre, at £29 per standard. It is out of the question to offer our goods to French firms with such competition. We simply cannot meet it, our price being at least £6 higher c.i.f. for 9 in. On the present freight rate of \$80 per standard. This also about represents the position at Antwerp. Personally, I do not look for a big market on the Continent at present, for the reason that until the armies are demobilized, the labor market will not be in a position to deal with reconstruction on an extensive scale.

"I visited the principal English ports, Genoa, Paris, Havre, Bordeaux, Boulogne, Antwerp and the battlefield areas. The destruction in the latter is incredible. There will be an immense demand for lumber for rebuilding, but I do not look for this to materialize until next year.

"There is a great deal of industrial unrest in England, but I believe that it will disappear, and that there is no likelihood of a labor revolution, as at the bottom the Englishman is a pretty levelheaded man, and has no use for revolutionary methods."

Fire Destroys New Brunswick Sawmill

A serious fire visited the sawmill of the Sayre and Holly Lumber Company, Chipman, N. B., recently when damage was done to the extent of \$140,000 and between two and two and a half million feet of lumber valued at \$80,000 went up in smoke. The flames broke out so quickly that it was impossible for some of the employees to get their coats. The origin of the blaze is a mystery. The lumber is covered by insurance, but the mill, valued at \$60,000, is only about half covered. It is understood that the company will rebuild on the same site. The fire did not affect the engine and boilers, which are contained in a fire proof building, and a steady stream of water, which the pumps poured on the surrounding structures saved the village of Chipman.

Tells About Standard Apron Conveyors

The new catalogue of the Jeffrey Manufacturing Company, Columbus, Ohio, has just been issued and is now ready for distribution to the trade. This interesting publication of 75 pages devoted to installations showing standard steel and wood apron conveyors in service in various industries, specifications, general dimensions and other important data of vital interest to the purchaser. The Jeffrey Standard Apron Conveyors, both of steel and wood flights are so arranged

in this book that not only the engineer, but the layman, who is more or less unfamiliar with conveying machinery can easily select a conveyor which will completely meet his requirements. There are no confusing tables to contend with. On several pages will be found some important notes to aid the purchaser in selecting a conveyor. This catalog will be of special advantage to the purchaser as he will save the time and expense heretofore required in making drawings and layouts for his own particular needs.

Make It Easy for People to Use Wood

Is there a confusing multiplicity of lumber grades? Can the method of grading lumber now in practice be simplified so that it will promote the use of lumber? says "The Retail Lumberman."

Those questions are involved in the paper written for the American Lumber Congress by Sullivan W. Jones, of New York, one of the prominent architects of the country. He emphasized the need of further standardization of forest products, and told about reading and re-reading eight or ten of the little books on grading rules that are sent to the architects to assist them in specifying the kind of material they should use.

He made specific reference to flooring, and stated that when he was through reading all the "rules" he could find, he didn't know any more than before he started; that the terms "rift," "vertical grain," "edge grain," and "quarter sawed" are all used to describe the same grain characteristics in finished flooring. Furthermore the best staple grade is variously designated as "clear," "A," "No. 1," "clear." As is to be expected, the defects permissible in corresponding grades vary according to the characteristics peculiar to each species.

The question in this architect's mind, and perhaps in the minds of every other architect, is "Which of these first class grades are comparable in the matters of appearance and serviceability?"

Apparently none of the books on grading rules supply the answer to that question. If that is the case, and, if as stated by the author of the paper referred to, the answer can only be found by years of experience, then, wood, as a construction material, is laboring under a serious handicap; an obstacle that must be removed.

People know a lot more about wood as a construction material now than they did before the war—notwithstanding the old theory that "everyone knows what wood is good for." The war, with its demand for ships, for houses, for airplanes, and for thousands of other things in the making of which wood played a vital part, has centred the public attention on wood as a building material in a way, and with an intensity that no effort on the part of the manufacturers of forest products could have done.

Because of this situation, the public in general, builders, architects and contractors in particular are more concerned than ever in gaining a better knowledge relative to the various species of wood, and which particular uses certain species are best adapted for. It is up to the manufacturers of lumber to supply that information—and in a way that all possibility of misunderstanding be eliminated.

Technology is confusing to the lay mind. The thing that seems quite simple to the technical expert is exceedingly confusing to the layman. But that same layman is the consumer. That's a point that should not be overlooked. No matter how complicated the lumber manufacturing processes may be, the product of the lumber mills should be marketed in a way that will make it as easy as possible for the prospective builder to use it.

If noted and successful architects cannot interpret the lumber grading rules, how can the ordinary consumer of lumber be expected to?

If "quarter sawed" properly designates oak flooring manufactured by a specific process, why shouldn't the same term be employed in describing flooring made from any species of wood by the same process? If "clear" designates a certain grade in one species of wood why shouldn't it be used to describe the same grade in every species?

No use to go into the history of grading rules. The past took care of itself. We have the present and must prepare for the future.

The standardization of grading rules is a colossal task. Its importance measures up fully to the difficulties involved. The success of such an undertaking calls for a great deal of hard work on the part of lumbermen, and complete harmony of intention and co-operation of effort by those interested in the production of the various species of wood.

While wood is the oldest construction material known, the full and complete utilization of wood as a building material has reached only the initial stage.

The paramount object is to make it easy for people to use wood. Standardization of grading rules and of lumber technology ought to go a long way toward accomplishing this.

Burton A. Hamilton, secretary of the Miller-Wells Lumber Co., Cleveland, Ohio, was a recent caller on the trade in Toronto.

National Hardwood Lumber Convention

A number of wholesale lumbermen from Ottawa, Montreal, Toronto, and other cities will attend the 22nd annual convention of the National Hardwood Lumber Association which will be held at the Congress Hotel, Chicago, on Thursday and Friday, June 19th and 20th. There will be many strong outstanding features on the program, including addresses from Hon. W. H. Taft, former president of the United States; Earl Palmer, National Counsellor, of the Chamber of Commerce of the United States; Harry A. Wheeler, president of the Chamber of Commerce of the United States, Washington and vice-president of the Union Trust Co., Chicago; and Hon. James E. Watson, United States senator from Indiana. Owing to the large amount of important business which the convention has to deal with, and the numerous representative attendants expected, no provision has been made this year for the entertainment of ladies. Chicago hotels are overcrowded, and delegates are advised to make their reservations in advance. The sessions will open at 9.30 a.m. on Thursday, June 19th, in Convention Hall of the Congress Hotel, and will last during the morning and afternoon. In the evening in the Gold Room of the hotel, a complimentary banquet will be tendered by the National Hardwood Lumber Association to members and invited guests. On Friday, June the 20th, the convention will be called to order at 10 o'clock and in the morning the reports of committees will be received, including the report of the Inspection Rules Committee, of which John W. McClure is chairman. There will also be a discussion of the proposed inspection rules, and in the afternoon, there will be the election of a president and three vice-presidents to serve one year; and the election of eight directors to serve three years.

New Rail Route to Western Canada

Travellers between Eastern and Western Canada are showing their appreciation of the high standard of railway service afforded by "The National," the splendid train which operates between Toronto and Winnipeg. "The National" uses the rails of the Grand Trunk to North Bay, the Temiskaming and Northern Ontario (Provincial Government Line) to Cochrane, and the Canadian National Railways to Winnipeg, where it links up with the Grand Trunk Pacific for all important points in the West. A pleasant run to Toronto by the Grand Trunk and "The National" is ready to carry you westward. The departure of "The National" from Toronto is at 9.15 p.m. on Tuesdays, Thursdays and Saturdays. North Bay is reached early next morning and there opens for your admiration all the lakeland beauties of the territory served by the T. & N. O. Line, while the rich Cobalt and Porcupine districts may be inspected. These are followed by a wonderfully interesting trip through the sparsely populated territory of New Ontario, giving the traveller an opportunity of inspecting this fertile region, including the famed "clay belt" where tens of thousands of settlers will make their homes in the future. The area of New Ontario is 330,000 square miles, fully four times the size of old Ontario, and in addition to great expanses of good farming land, it has wonderful resources in timber, minerals, water power, fish and game.

The three railways have combined to make the through passenger service over this new route the equal of that offered anywhere on the continent. The smooth, straight and level roadbed embodies all that has been learned in three quarters of a century of railroad building. The greatest travel comfort is assured. The use of the new route involves no extra fare, as compared with any other route available, between points in Eastern and Western Canada.

The Changing Value of Commodities

The wage earners are asking for (demanding in some cases), an immediate adjustment downward of prices. The manufacturer is hoping for a continuance of present levels or an adjustment upwards in keeping with the general trend of events, says Bradstreet's. It is a matter of serious consideration to everyone; and a problem that cannot be dealt with at an informal, or formal, meeting of wage earners laboring under the burdens of soaring prices. Nor can it be settled by the manufacturers of any one country. In one sense it is a supply and demand riddle coupled with the national debts. The value of commodities is changing at such a rate that today's level may be entirely different to yesterday's quotation, some changes being upward and some downward. This must be the condition of affairs until the world is again running smoothly; until the store shelves have been replenished and the people have restocked their wardrobes and filled their pantries.

But there is a great deal more than the mere restocking of storehouses and pantries to be dealt with before prices will run along day after day with practically no change, the way they did in pre-war times. There is the question of national debt. War materials were bought at war prices and must be paid for in times of peace. If commodities are to revert to their 1914 basis the tax rate must appear

decidedly higher than is necessary with goods at their present levels. It is easier to pay a war tax of 5 cents on a \$2 article than 5 cents on a \$1 purchase, and yet to reduce the nation's debt as quickly on the easier price level the taxes would necessarily be on a greater percentage basis.

So that the low levels of pre-war days would actually mean the increasing of the war debt. Perhaps after the unions have finished their fighting and the men are back at their jobs there will be an effort made to increase the farmers' output, which would not be a case of decreasing his yearly income but would be the means of bringing the necessities of life within the reach of the less prosperous. It is in production and not in the lowering of prices that the nation's debt will be wiped off.

Lumber Necessary for English Cottages

According to a report of a committee of the local government boards for England, Wales and Scotland, appointed to consider questions of building construction, there is a shortage of 300,000 "working-class" houses in England and Wales and 109,000 in Scotland. Appended to one report is an estimate of materials for 300,000 cottages, from which the following excerpt is presented, showing the minimum quantities of lumber required:

Timber for carpenters' work (floor and ceiling joists, roof timber, etc. standards	171,625
Timber for joinery for the following: 1,950,000 windows, 3,600,000 doors and frames, 300,000 dressers, 300,000 stair-cases, standards	175,625
Oak or hardwood standards	10,045
Rough boarding standards	6,278
Slating battens running feet	169,537,750
Tiling battens running feet	302,238,750
Laths buidles	3,564,750

Note.—A standard=165 cubic feet or 1,980 board feet.

Machinery Will be Shipped to France

The three shipyards of the Foundation Company at Tacoma, Wash., Portland, Ore., and Victoria, B. C., are to be dismantled and the best of the machinery shipped to France. Henry Bousset, French high commissioner, announced upon arrival in Seattle. This announcement set at rest reports that \$200,000,000 worth of ship contracts might be let to the northwest yards of the French company, and also to reports that the yard at Tacoma might be converted into a steel plant.

The Foundation yards at Tacoma and Portland have been idle for some time, having completed the last of their contracts. The Victoria yard will complete construction of ten, wooden hulls before being dismantled.

Machinery and other equipment not wanted for shipment to France, the commissioner said, would be offered for public sale.

Citizens Can Protect Their Own Trees

Considerable damage both to trees and tempers has been caused in the past through the needless vandalism practised by men of the Hydro and other utility companies when stringing their wires. Hitherto the loss and annoyance have been borne with patient long-suffering and under protest in the belief that the companies were acting within their rights and could only be restrained in the event of some very flagrant and wanton instance of shade tree destruction. But now comes Mr. Robson Black, of Ottawa, secretary of the Canadian Forestry Association, with an assurance that there is not the slightest reason for householders to submit to any depredation committed by linemen on shade trees. The laws of the province of Ontario, he says place the ownership of shade trees in the owner of the property in front of which they are growing. This applies, he explains, to trees on the public highways as well as those on a private lawn or garden, a fact that is little known.

Commenting on Mr. Black's letter, the Canadian Horticulturist, in the current number, observes that no public company or even a municipal government itself has the right to damage shade trees on the highway without the consent of the private owner. The Ontario Criminal Code establishes penalties for the destruction of a shade tree, and where the rights of the public are disregarded in this matter, citizens have the right to take action under the Ontario Tree Planting Act against the party or parties violating the law. Mr. Black points out that the simple prohibition of vandalism on the part of a private owner is quite sufficient in the eye of the law to act as an effectual deterrent to any lineman from slashing trees. Hereafter it will be for any houseowner to prevent the depredations so much denounced in the past by voicing his objections and, if necessary, following this up by criminal complaint.

Clarke Bros. Will Enlarge Operations

New Sulphate Pulp Plant, Another Saw Mill, and Extension of Woodworking and Shipyard Facilities

As announced in the "Canada Lumberman," recently, the firm of Clarke Bros., Ltd., of Bear River, N.S., has been organized under a federal charter to take over the business of Clarke Bros. Ltd., organized under a special act of the Nova Scotia Legislature in 1911. The firm was formerly a partnership of W. G. Clarke and W. W. Clarke, who have been in business in Bear River for some thirty-five years. Spruce and pine lumber, sash, doors, wood finish and hardwood products of various kinds, including lumber, dowels and clothes pins have been successfully manufactured. It is now the intention of the company to erect a sulphate pulp mill of ten thousand tons annual capacity at Bear River. The site will be at the crossing of the Dominion Atlantic Railway and the Bear River. The company will also build an additional saw mill of six million feet annual capacity and enlarge the output of their hardwood mills at Bear River as well as install a larger ship repair yard and dry dock at the same point and operate their present industries to the greatest limit.

Clarke Bros., Limited, now operate a small ship repair block at Bear River, which is the only repair yard on that part of the Coast. They also possess two vessels, which move their own products to the markets in the United States and West Indies. The freight steamer "Bear River," which plies between St. John, N.B., and Bear River, N.S., as well as Digby, is also owned and operated by the company, who have their own water power at Bear River, three miles from the village, and this power will be developed to the extent of 4,000 h.p.

In embarking in the sulphate pulp business the company state this decision has been arrived at owing to the woods in the province of Nova Scotia, owned by them and tributary to the mill, being particularly adapted to the production of high-grade sulphate pulp. The company own in fee simple about 40,000 acres of land contain-

a number of leading Canadian pulp and paper plants. He was formerly secretary-treasurer of the Canadian Pulp and Paper Association, and organized and headed the Forest Products Laboratories in Montreal. Associated with Mr. McIntyre in the construction and operation of the new sulphate pulp mill, will be Joseph G. Mayo, President of the Ironsides Board Corporation, of Norwich, Conn., A. A. MacDiarmaid, chief engineer of the Ironsides Corporation, F. W. Frazer, formerly secretary of the Dominion Government Forest Products Laboratories, Andrew Block, a widely known builder and man-



W. G. Clarke, Bear River, N.S.



W. W. Clarke, Bear River, N.S.

ager of Swedish pulp mills, and Howard Cunningham, late engineer of the Nova Scotia Steel and Iron Co., who will be resident manager for Clarke Bros.

It is understood that the cost of building the sulphate pulp plant, which will have thirty tons a day capacity, as well as the additional saw mill of thirty one thousand feet daily output, and the enlarging of the hardwood mills at Bear River, and installing a bigger repair yard and dry dock, will be in the neighborhood of \$700,000. It is also proposed to double the output of the clothes pin plant, which has a contract for the sale of the entire output of clothes pins and dowels with E. B. Estes & Sons, of New York, extending over ten years with five years yet to run.

Lumber Firms Interested in Forestry

The increasing realization of the value of technical forestry training is proved by the number of corporations in eastern Canada which now employ men with such training. Among these are the Canadian Pacific Railway Company and the following timber-owning concerns: Laurentide Company, Riordon Pulp and Paper Company, St. Maurice Paper Company, Brown Corporation, Belgo-Canadian Pulp and Paper Company, and Canada Paper Company. It is expected that both the Abitibi Power and Paper Company, and the W. B. Snowball Company will establish forestry departments in the near future.

The Laurentide and Riordon Companies are already engaged upon extensive reforestation propaganda, and the Abitibi Company is expecting to follow suit in the near future. Aside from forest nursery and planting work, foresters in private employ in Canada have thus far found the greatest demand for their services in connection with forest mapping and cruising. There is an increasing recognition of the superior results accomplished along these lines by men with technical forestry training, supplemented by practical experience. Like other members of the engineering profession, the forester recognizes fully the necessity of securing practical experience after graduation, before he is ready for a position involving responsibility and the exercise of mature judgment.

Throttle Valve for Air or Steam

There has recently been issued by the Bay City Foundry & Machine Co., of Bay City, Mich., an instructive pamphlet describing the Pendry Balanced Throttle Valve. This valve has but one main valve seat which may be re-ground at any time, and the internal parts can be removed without disconnecting the piping. The Pendry Balanced Throttle Valve is used on all types of hoisting engines, traction engines, steam shovels, pile drivers, log loaders, etc., and is a perfectly balanced throttle valve for air and steam. Many other important and economic features are possessed by the Pendry.



The manufacture of clothespins at the Lake Jolly mills of Clarke Bros.

ing approximately 400,000 cords of pulp wood. Besides these holdings they have available at very low cost by water, an unlimited supply of not less than 10,000,000 cords of wood suitable for the mills of the company. The company will dispose of their entire output of sulphate pulp to the Ironsides Board Corporation of Norwich, Conn., who are leading manufacturers of test jute board which is used in the making of corrugated and fibre shipping cartons.

A. G. McIntyre, who is the new President and managing director of the pulp division, is widely known in Canadian pulp and paper circles, and has been the designing engineer, builder or manager of

Personal Paragraphs of Interest

Joseph Oliver, of the Oliver Lumber Co., Toronto, who has been spending the past few weeks in the Old Country, has returned home.

Frank W. Gordon, who is in charge of the Coast products division of Terry & Gordon, Toronto, has gone on a business trip to Vancouver.

Guy H. Long, of the Long Lumber Co., Hamilton, who was in the hospital for three weeks undergoing a minor operation, is able to be around again.

Sid. B. Smith, of the Service Lumber Co., Vancouver, B. C., has been spending a few days in Montreal, Toronto and other Eastern points on business.

E. A. Lebel, of Sarnia, Ont., has been appointed Western Ontario representative of Timms, Phillips & Co., Limited, Vancouver, and has entered upon his new duties.

Thomas Phillips, of Timms, Phillips & Co., Ltd., Vancouver, B. C., was in Toronto recently returning to the Coast from a business trip to Boston and other Eastern centres.

The many friends of A. K. Johnson, of the firm of J. P. Johnson & Son, wholesale lumber dealers, Toronto, are congratulating him on the advent of a daughter in his household.

Messrs. James A. Conners and Joseph D. Latno, of the James W. Sewell office, timber cruisers, Old Town, Maine, have returned from a short exploration trip in western Quebec.

Angus McLean, vice-president and general manager of the Bathurst Lumber Co., Limited of Bathurst, N.B., was in Toronto recently on business and called upon a number of friends in the trade.

Thomas Patterson, of Hamilton, president of the Ontario Retail Lumber Dealers' Association and W. J. Aitchison, of Hamilton, were in Toronto recently on their way north on a fishing expedition.

R. S. Waldie, of Toronto, vice-president of the Victoria Harbor Lumber Co. and president of the Toronto Paper Mfg. Co., has been elected a member of the Board of Directors of the Imperial Bank of Canada.

R. G. Chesbro, who represents the Allen-Stoltze Lumber Co., of Vancouver, has removed his offices from 504 Bank of Hamilton Bldg., Toronto, to 1304 in the same building where he has larger and much more commodious quarters.

A. E. Clark of Edward Clark & Sons, Toronto, has removed to his summer home at Grimsby Park. J. B. Jarvis of Elgie & Jarvis, Toronto, has taken up his residence with his family at Oakville for the summer.

W. C. Wilkinson, who for forty-seven years has been secretary-treasurer of the Board of Education, Toronto, is resigning. He is the father of C. W. Wilkinson, vice-president of the Union Lumber Co., Toronto.

J. R. Booth, of Ottawa, is by far the largest taxpayer in the Capital. During the last ten years he has paid in taxes \$506,000.00. Although 92 years of age, Mr. Booth is as active in business as he was thirty years ago.

Hugh A. Rose, representing Mason, Gordon & Co., of Montreal, has removed his office from the Lumsden Bldg., corner of Yonge and Adelaide streets, Toronto, to Room 22 at 2 Toronto street where he has much larger and more commodious quarters.

Col. G. V. White, of the Canadian Forestry Corps, London, Eng., writes the "Canada Lumberman" stating that he is not in any way connected with the Canadian syndicate, composed mostly of officers of the forestry corps to handle the timber waste in England left from the operations of the corps. Col. White's name recently appeared in several Canadian papers as being identified with the syndicate.

W. M. Miskelly and F. J. Cummings of Toronto, have purchased the stock, plant and business of the W. C. Charters Lumber Co., 828 Kingston Road, Toronto. The name of the Company will be changed to the Kingston Road Lumber Co. Ltd. Mr. Miskelly will look after the executive end of the business while Mr. Cummings will devote his attention to the manufacturing. All kinds of interior and exterior woodwork are turned out. Mr. Cummings has been in the building and lumber line in Toronto for the past twenty years, while Mr. Miskelly has been associated with the financial and other interests for nearly as long a period.

Sir James Ball, the British Timber Controller, Mr. Montague L. Meyer, the British Timber Buyer, and Mr. Lane, the secretary, have left for England. After leaving Vancouver the party visited Seattle and San Francisco. Sir James sailed for England on June 2nd from Halifax, and Mr. Meyer and Mr. Lane left at a later date from New York, after a visit to Chicago. Mr. Lane visited Montreal prior to joining Sir James in New York. Both Sir James and Mr. Meyer are well satisfied with the results of their trip. The lumber shipments are going forward in good shape.

The Work of Quebec Limit Holders

The sixteenth annual report of the Province of Quebec Limit Holders Association has just been issued and contains much interesting matter. The total number of members is now sixty-two and the area of their holdings is approximately 38,500 miles. The assessment for the current year has been fixed at the rate of ten cents per mile. It is the intention of the members to visit the provincial tree nursery at Berthier on June 25th and 26th, and also the nursery of the Laurentide Co. at Grand Mere. The tour will be at the same time as the annual summer outing of the Woodlands section of the Canadian Pulp and Paper Association.

One of the matters that received attention at the annual meeting was that the Secretary-Treasurer send out a standard form to all the members to be used in making the necessary reports to the government as to the location of dams and other river improvements.

D. McLachlin of Arnprior, Ont., was re-elected president of the association, and M. C. Small and A. J. Price, vice-presidents. Paul G. Owen of Quebec City is secretary-treasurer, while the executive committee for the coming year is composed of F. M. Anderson, H. Biermans, Archibald Fraser, Wm. Russell, Brigadier-General J. B. White, S. L. de Carteret, George Chahoon, Jr., W. Gerard Power (President of the Canadian Lumbermen's Association), F. I. Ritchie and G. M. Stearns. The former Presidents of the Quebec Limit Holders' Association are Rod Tourville, M.L.A., Alex. MacLaurin, S. P. Grogan, Wm. Power and Ed. Ouellette, M.L.A.



D. McLachlin, Arnprior, Ont.

Sir George Bury Assumes New Duties

Sir George Bury, newly appointed president and chief executive of the Whalen Pulp & Paper Company, has arrived in Vancouver. Sir George expressed himself as delighted with the prospect of residing in British Columbia. With regard to his new interests there, he says he anticipates a great activity, and expressed every confidence of a tremendous development in the pulp industry. British Columbia, with its splendid quality of raw materials, its natural markets, its deep-sea lanes leading right to the doors of the pulp mills, is in a position to compete with any pulp-producing organization in the markets open to it.

The Arrival of the First Hydroplane

From Halifax to Three Rivers by air is the feat terminated by Lt. Graham, his wife and mechanic, Mr. Cussy. They landed at Three Rivers on June 9, amid a vast throng of people and officials of the province of Quebec, of Quebec city, and of the Saint Maurice Forest Protective Association. The flight from Halifax to Three Rivers was made in one of the hydroplanes the Saint Maurice Forest Protective Association has purchased to patrol timber limits in Quebec province. Lt. Graham has been engaged for this aerial patrol, and he is to return to Halifax shortly for another hydroplane, which he will pilot from Halifax to Three Rivers for the association. The jaunt from Halifax to Three Rivers was made with a number of stops. The aviators stated that their trip, generally speaking, had been splendid. They saw a number of forest fires on their way west from St. John, N. B., but none was very serious. In Three Rivers the aviators were officially received by the Hon. J. A. Tessier, provincial Minister of Highways, and Mayor of Three Rivers; by R. F. Grant, president of the St. Maurice Forest Protective Association; Henry Sorgius, manager of the association, and Ellwood Wilson, of the Board of Directors.

Speaking before the Canadian Club, Montreal, on June 5, Mr. Lloyd Harris, chairman of the Canadian Trade Commission in London, referred to the shortage of timber all through Europe, and said there was a great opportunity for Canadian trade there, especially after the splendid record made by our forestry corps and other soldiers overseas, which had paved a war road to peace trade. The trouble was that France and other European countries had great needs, but were financially so hit by the war that unless credits were created they could not take our supplies for lack of means. Further he thought that any business with France would only be ephemeral, because as soon as the country had recovered from the war it would become one of our strongest competitors.

New Hardwood Flooring Company Formed

The Seaman, Eaton Flooring Co., Limited, is being formed in Toronto, the members being W. B. Seaman, for many years with the Seaman, Kent Co., Limited, Toronto, and Marshall H. Eaton of the same company. The new concern is making arrangements for a head office and warehouse in Toronto and have completed connections with a plant at an outside point for the production of hardwood flooring of all kinds, which will be warehoused in Toronto. It is the intention of the company to manufacture ultimately in Toronto and turn out hardwood flooring of the highest grade. W. B. Seaman, head of the organization, was the founder of the Seaman, Kent Co. and sold out his interest a few months ago. Marshall H. Eaton, who has been district manager for Seaman, Kent Co. for the past two years and a half, was with the firm for six years and recently resigned to enter upon his new business relations.

The Kaiser Active as Lumberjack

Seventy-seven trees sawn into logs in one day is the best record attained by William Hohenzollern since his flight into Holland and his semi-imprisonment in the castle of Amerongen. William II. completed on May 14 the sawing of three thousand trees. The last of these was cut into about thirty small blocks, which were taken to the ex-Kaiser's apartments in the castle and there marked by his own hand with the date of the occurrence.

On this occasion, as when the one-thousandth and two-thousandth trees were cut, blocks were presented as souvenirs to several members of the suite and to workmen in the castle garden who help in arranging the trees for sawing. Many of the remaining blocks were then packed in a case and sent off to Germany for distribution among those who have remained true to the memory of their former ruler.

It must not be imagined that the trees sawn by William Hohenzollern are giants of the forest. Most of them are mere saplings.

Reducing Expenses Through Economic Effort

Every lumber concern today faces the problem of cutting down production costs. If the thought "Save!" can be brought home to every employee every few minutes every day for one year, says Pery H. Whiting in *Printers' Ink*, it should be possible to reduce expenses through economy in material and time, the prevention of waste and like methods.

Mr. Whiting suggests a dozen ways to secure, inside the organization, the publicity needed for a thrift movement of this character. He believes it is a job for the advertising man.

First, send each employee, attached to his weekly pay check, a request that he answer two questions: One, What can and will you do to cut down the operating expense of the company? Second, What ways can you suggest that others can cut down expenses? Department heads might be held responsible for an answer from every employee, and a record of answers kept.

Second, each employee might fill in a simple blank weekly, stating how he was able to cut down operating expenses by some shortcut to saving of material and time. Many employees are able to improve methods, but no way of bringing achievements to the employer's notice has been provided. Employees naturally like credit in such cases, and an opportunity to bring their own good work to light.

Pay envelopes should contain practical economy talks, and where a business concern publishes a house organ that should contain economy articles by department heads, showing ways of saving.

To show employees that their efforts are appreciated, articles should be published telling what individuals have done along this line.

In every part of the mill, on the yard, and in the woods, posters should be put up making definite appeals for economy, and these should be frequently changed. In the office little hangers may be put over telephones with such questions as: "Before you put in that telephone call, answer this question—Would it be just as well to write?" Little signs over stamp drawers would ask: "Are you using just as few stamps as the law allows? Are you bunching district stuff? Are you sending it in the cheapest allowable class?"

Personal letters should be written by executives or department heads commending every employee who has done anything worth while in the saving line, to let him or her know that such effort is appreciated.

Monthly results of saving in figures can be compiled and published.

Wherever savings can be put in figures, reduce costs, increase profits and actual money, that money should be shared with employees in the form of prizes or bonuses.

An organization permeated with this saving spirit would soon learn to save for itself, as well as the boss by watching household expenses in the same way, cutting personal costs, and putting savings aside in War Savings Stamps. On the same plan, if a business concern encouraged personal thrift by employees and investment in War Saving Stamps, the employee who learned to save for himself would quickly see the point of saving for the boss.

Mr. Little Recalls Other Day Memories

Mr. William Little, 101 The Boulevard, Montreal, sends the following interesting communication to the "Canada Lumberman." As one of the earliest subscribers to the "Canada Lumberman" and I believe one of the most prolific in contributions to its columns in its youth, and having watched its career with much interest for over a third of a century I feel happy in being able to commend your enterprise in publishing such a practicable work as the great mammoth export issue of May 1st, 1919, that is replete with useful knowledge and information concerning everything relating to timber, lumber, pulp and paper industries; in fact an encyclopaedia of facts for all future learning.

On looking over back numbers of "The Lumberman" I find that its birth almost synchronised on the date of my entrance into the arena to fight for the conservation of our then existing forests, only to be ridiculed by the ignorance and dishonesty of those who have recklessly squandered our great heritage of valuable timber, till we are advised by members of the Commission of Conservation that within less than fifteen years time the Eastern provinces of Ontario, Quebec—New Brunswick and Nova Scotia must look to British Columbia for supplies of lumber and pulpwood for their domestic needs.

The following, published by "The Lumberman" Sept. 15th, 1882, shows that I at least was aware of the situation and doing my little best to delay as long as possible the lamentable condition in which we now find ourselves actually with less timber than is requested for our own almost immediate wants.

To the Editor of the "Canada Lumberman."

Dear Sir: Your paper of September 1st has come to hand with the report of the American Forestry Congress at Montreal (August 21 and 22, 1882). Allow me to suggest, and it may be gracefully added in another issue, that the success of this very successful meeting in the interest of forestry was mainly due to the untiring efforts and thoughtful provisions that had been made in advance by Mr. William Little of Montreal, who had notified all he could reach, had arranged with transportation lines for concessions had secured elegant rooms and accommodations for the meetings and, in a word, had devoted himself wholly to the cause of the Forestry Congress ever since the adjournment of the Cincinnati meeting (April 25, 1882). The selection of such a man to be our corresponding secretary, with the honest and earnest vote of thanks which was heartily passed, are but an expression of obligation under which the society universally feels to our worthy corresponding secretary, Mr. W. Little.

(Signed) A Member.

The War Prices on Pine Were Low

The upward tendency of all species of Southern woods has been a notable feature of market conditions in the last two weeks. This is especially true of Southern pine, which wood has taken on a new lease of life and the high prices of war times are low in comparison with the prices of today on many items. There is a reason—supply and demand. The stocks on hand at the mills are not only unusually low, but are badly broken and as a result the average manufacturer is not in a position to take care of usual trade let alone handle the tremendous amount of new business that is being thrust upon him. Production is away below any improvement there may be in weather conditions. The labor shortage is such that it will be impossible for manufacturers to get anywhere near a normal fulltime operation for the remainder of the year. There are a number of manufacturers who believe that prices on upper grades are soaring too high and think that something should be done to equalize them, so that there would be no more advances in uppers but higher prices in lowers so that the difference would be thus better equalized.

Who Can Supply These Maple Blocks?

Alwyn D. Radley, automobile and mechanical engineer, Chald Lane, Wakefield, Eng., is in the market for quarter cleft maple wringing machine roller blocks. He is a large user of these cut 20 in., 22 in., 24 in. x 6 1/4 in. rough bored and manufactured for the trade. Mr. Radley would like competitive prices for sizes as stated and also some information regarding the quantities that can be supplied, and the name of the broker or importer in England of any Canadian firm making wringing machine roller blocks.



Mr. John Hanbury, who has taken full control of the mill in Vancouver, B.C.



Mr. W. F. Hanbury, who is opening the new lumber mills near Kamloops, B.C.



Major George Hanbury, who is in charge of the Brandon lumber business

New Arrangement For Hanbury Mills

Mr. John Hanbury, head of the well-known lumber concern in Vancouver of Hanbury and Son, has disposed of his interest outside the province of B. C. to two of his sons and will, in the future, devote himself exclusively to the supervision of the mill on False Creek. The ramifications of his business in British Columbia and on the prairies called for too much of his time and Mr. Hanbury decided to locate two of his sons, Major George Hanbury and Mr. W. F. Hanbury.

Mr. Hanbury, Sr., says that he has found the supervision of all the varied interests that he controls too much for him and he had decided, now that his sons were all in Canada again, to take it a little easier, though that did not mean that he intended to relax any of his efforts or his vigilance so far as the Vancouver mill is concerned.

While Mr. Hanbury, Sr., will be in charge of the mill on False Creek, Major George Hanbury, of Vancouver, will assume control, and has assumed control by this time, of the plant at Brandon, Man. The Major was at the front in charge of one of the Forestry units in the Jura and Vosges mountains, and at one time he was actively engaged on the Marne. He returned home recently with the proud distinction opposite his name of having established a logging and cutting record that no other Forestry unit in France could surpass, not to mention equal. Major Hanbury, his father stated, is now the absolute owner of the plant at Brandon, and will in future operate it under his own name.

Then there is the property in the interior of British Columbia which will be looked after by Mr. W. F. Hanbury. "Fred" was formerly with the North Star Lumber Company. He has already made arrangements for installing the most modern plant on the timber limits near Kamloops, and as there are no less than thirty-six sections of land it will be seen that the timber on that area is extensive. The timber is stated to be of a high quality and just as soon as it is possible to do so, the machinery will be installed. As a matter of fact the order for the plant has been placed with the Schaafe Machinery Company of Vancouver, and efforts are being made to have the mill in operation within a few weeks.

The order includes the machinery for three mills of the most approved type and work will be started by a force of nearly two hundred men which will be increased according to the demands that are made. The first contract which has been placed with the concern is by the C. P. R., which has ordered 200,000 ties for their permanent way. These have to be delivered by the first of next November. No trouble is anticipated in filling this order, it was stated, and there are indications that the new concern will be kept busy for a considerable time.

Mr. Hanbury was in Vancouver some time ago. He was highly optimistic for trade conditions in the present year and said he was looking forward to big things happening in the lumber industry in British Columbia. The location of the new plant is an admirable one

and is well suited for the work that is to be undertaken, which will be, as indicated, the cutting of ties, at least for some time.

Mr. John Hanbury's other son, Lieut. Lawrence Hanbury, is engaged in the office with his father, as sales manager. He, too, was at the front for some time. He will be an assistant to Mr. MacFarland, the general manager. The new arrangement regarding the various Hanbury establishments are now in effect and the mills at Vancouver, Kamloops and Brandon are now running under their new managements.

Labor Troubles Stop Coast Production

The lumber trade situation in the East has been affected to a major degree by the labor difficulties in British Columbia. Representatives in Toronto of lumber interests on the coast state that activities have been completely suspended by the mills on account of difficulties in carrying on. The millwrights and engineers stopped work several days ago in Vancouver when the general strike was declared in that city. This in itself crippled the mills, but operation is possible, even under these conditions. The lumbermen have been able to continue operations in the past, when the above unions have ceased work. The Vancouver strike extended, however to the electric railway, and this made further work impossible, since this public utility is depended on by all the lumber mills around the city to move cars to and from the sidings. The lumber industry in that district is accordingly at a standstill, according to the latest advices received from the West. This will undoubtedly affect the ability of the companies to continue selling lumber if the labor difficulties are of a protracted nature.

Small Forest Fires in New Brunswick

The Mount Hope lookout tower at Penniac, N. B., proved its usefulness in the protection of the forests from fire when the lookout man there discovered a fire near Oromocto.

The Department of Lands and Mines in Fredericton, N. B., was at once notified by telephone and instructions were sent to Wallace Bridges, the forest ranger, at Sheffield. He proceeded at once to Geary and located the fire about two miles south of Geary on the Brisley stream.

With the assistance of a crew of men Ranger Bridges succeeded in getting the fire out before dark. About twenty acres of slash was burned over but with a little more of a start the fire might have done a great deal of damage in the vicinity. The land where the fire occurred is under lease to the Fraser Companies, Limited.

Provincial Forester Prince recently received word that the fire which had been reported raging at Scotch Ridge, Charlotte county, had been successfully subdued, after about thirty acres of land had been burned over. This property is owned by the Eastern Pulpwood Company. There was another fire in the same district about five miles from Scotch Ridge, but it was put out after about five acres had been burned over.



Part of the equipment of the Wilson box plant at Fairville, N.B.

An Enterprising Woodworking Plant

The Wilson Box Co., Limited, of St. John, N. B., in 1910 bought the unoccupied factory and land covering some 12 acres of the F. B. Dunn Pork Packing Company at Fairville, N. B., a suburb of St. John, and after re-modelling the same began the manufacture of boxes and box shooks. Steady progress has been made under the capable and energetic management of Alex. Wilson, the present president and managing director who was born in Buckie, Banffshire, Scotland. Coming to this side of the Atlantic with his parents when eleven years of age he completed his education in the Public and High School of Halifax from which he graduated with honors. Mr. Wilson had a banking experience in the Bank of Nova Scotia covering some thirteen years, rising from junior clerk to manager.

Forsaking finance for the active work of manufacturing he spent some years in one of the leading lumber firms in St. John which ran a box factory as a side line. Believing that there was an opportunity in the Maritime provinces for conducting a box business on a large scale he got busy and induced some leading citizens of his adopted city to start the present company with an authorized capital of \$75,000 and a bond issue of \$25,000. His judgment has been fully vindicated for the company have steadily advanced until now they own not only their large box factory at Fairville, N. B., to which they are at present

adding a new unit which will increase their output some fifty per cent., but they have by degrees acquired or built no less than three sawmills situated at Westfield, Bonny River, and Cambridge, N. B., respectively, where they not only saw box boards for their box factory but in addition saw lumber both for the Canadian and American market. They have also been acquiring timber limits of their own, buying last year the limits consisting of over 3,000 acres and sawmills at Cambridge, N. B., formerly owned and operated by Mr. Jas. S. Robinson.

The company supply a large and increasing nailed up trade in boxes to St. John city in addition to shipping box shooks all over the Maritime provinces besides doing a considerable export trade. They are very advantageously situated for the latter business. The export end they figure on developing to a greater extent than heretofore.

The success attending this company is due in large measure to following strictly business principles including fair and honest treatment to their employees and standing back of their products with a guarantee as to quality.

Mr. Wilson is an elder in St. Andrew's Presbyterian Church, Historian of St. Andrew's Society, member of the Canadian Manufacturers' Association, Canadian Club, treasurer of the South-end Improvement League and an enthusiastic Rotarian and interested in all that pertains to the progress of St. John which he characterizes as the winter port of Canada.

The superintendent of the box factory is Olaf Nerby, a practical box man who learned the business in Norway where the industry is conducted on a large scale. The secretary-treasurer is G. Fred Noble, who has been with the company since its inception, and is regarded as a painstaking and capable official. The company cut last winter between four and five million feet of logs, the greater part of which will go into box boards for their own factory.

For Sale—Material and Service.

After all, the retail lumberman has only two items for sale; and these two items are—material and service, says the "Lumber Co-operator."

One yard has no advantage whatever over its competitor in the matter of material. Hence, the only item any yard has in competition with others is service. No consumer goes to a second yard because he can there secure better lumber; he goes for better service. No one yard can give better lumber than another, but in rendering that material available for the object in view, there may be a hundred grades of service.

The only difference in many estimates, in many jobs is simply service. Two yards may each use the same kind of lumber throughout; yet what a difference in the results produced. The difference is service.



The sawmill of Wilson Box Company at Westfield N.B.

**Second Hand
Machinery &
Equipment
Wanted &
For Sale**

Quick Action Section

**Special Lots
Of Lumber—
Positions
Wanted &
Vacant**

PUBLISHER'S NOTICE

Advertisements other than "Employment Wanted" or "Employees Wanted" will be inserted in this department at the rate of 20 cents per agate line (14 agate lines make one inch). \$2.80 per inch, each insertion, payable in advance. Space measured from rule to rule. When four or more consecutive insertions of the same advertisement are ordered a discount of 25 per cent. will be allowed.

Advertisements of "Wanted Employment" will be inserted at the rate of one cent a word, net. Cash must accompany order. If Canada Lumberman box number is used, enclose ten cents extra for postage in forwarding replies. Minimum charge 25 cents.

Advertisements of "Wanted Employees" will be inserted at the rate of two cents a word, net. Cash must accompany the order. Minimum charge 50 cents.

Advertisements must be received not later than the 10th and 20th of each month to insure insertion in the subsequent issue.

Wanted-Lumber

Basswood Wanted

No. 2 Common and Mill Cull. Winter cut preferred. Apply Firstbrook Brothers, Ltd., Toronto, Ont. 8-t.f.

Hemlock Wanted

Wanted to buy—Small stock of Hemlock Lumber. Apply Box 954, Canada Lumberman, Toronto. 12

Maple and Birch Wanted

Clear Maple and Birch Squares, 2 x 2—10" and multiples, 2 1/4 x 2 1/4—10" and multiples. Box 889, Canada Lumberman, Toronto, Ont. 8-12

Aromatic Red Cedar WANTED

in log, bolt, post, rail or plank form. If you have any, send samples, description and quantity.

Wm. Cane & Sons Co., Ltd.,
Newmarket, Ont.

12

For Sale-Lumber

Rock Elm For Sale

One small car 4/4 Rock Elm, thoroughly dry, and in first class condition. Apply at The Stratford Mfg. Co., Stratford, Ont. 9-12

Oak Timbers For Sale

Oak timber from 8 x 8 to 20 x 20, lengths 10 to 30, for boat and dock work. D. A. Webster, 50 Vernon St., Brookline, Mass. 8-13

FOR SALE

15 cars Cedar Posts.
" 2 x 4 W.P. Dressing.
1 " 2 x 5 " "
1 " 2 x 6 " "
1 " 1 1/2 x 4, 5, 6, 7 W.P. Dressing.
1 " 1 x 3 W.P. Dag.
100 M. 2 x 6 Norway.
100 M. 2 x 4 "

F. MCGIBBON & SONS.

Sarnia, Ont.

Wanted-Machinery

Band Mill

WANTED—A six-foot band mill. Give full particulars to Box 960, Canada Lumberman, Toronto. 12

Nailor Wanted

Wanted a second-hand Morgan nailing machine, 8 to 10 nails at once; must be in good working order.

The James Shearer Company, Limited,
Montreal, Que.

Bolting Machine

WANTED—1 Bolting Machine, with carriage, for 4 to 5 foot wood, with 36 in. saw. Box 5, Papineauville, Que. 12-13

Wanted

Slab slasher in good repair, cash or exchange for light carriage or lath mill. Apply Box 959, Canada Lumberman, Toronto. 12-13

For Sale-Machinery

FOR SALE—SAWMILL

25 H. P. Engine, 50 H. P. return tubular boiler. Three log seat carriage, overhead set, friction feed works, single edger and slab saw. All in fair order. Price \$1,000. Box 915, Canada Lumberman, Toronto. 12-15

For Sale

Berlin No. 177 Double Surfer.
Berlin No. 90 High Speed Matcher.
Merston 44 in. Band Rip Saw.
Berlin No. 88 Hardwood Matcher.
Box 948, Canada Lumberman, Toronto. 12-13

High Speed Matchers

1—Berlin No. 90 High Speed Matcher with Profilers and several extra heads.
1—American No. 77 High Speed Matcher without Profiler but having several extra heads.
Two real bargains.

Box 893, Canada Lumberman, Toronto, Ont. 6-t.f.

Band Saw Mill For Sale

One Waterous 9 ft. Band Saw Mill, gun-shot feed, complete with extra saws and filing equipment. Used about one year, excellent condition. The Geo. F. Foss Machinery & Supply Co., Ltd., 305 St. James St., Montreal, Que. 7-t.f.

Big Sawmill

For Sale—Complete Machinery, Transmission, Lath Mill, Filing Room Equipment, Power Plant, for 200,000 daily capacity, Double Band Sawmill. Also Burner, Machine and Blacksmith Shop Equipment, Caterpillar Logging Engine, Sleighs, etc., etc. Box 930, Canada Lumberman, Toronto. 9-t.f.

For Sale

1—17 x 24 Atlas Engine, with 36 in. x 10 ft. flywheel.
3—No. 94 Berlin Matchers, 15 in., fitted with hard steel knives on top and bottom—sylinders—one pair shiplap, jointer and flooring heads with bits for each machine.
1—No. 182 Berlin Double Surfer, 30 in. x 6 in.
1—No. 199 Berlin Buzz Plaper.
1—No. 290 Berlin Picket Header.

The Otis Staples Lumber Company, Ltd.,
19-t.f. Wycliffe, B.C.

Building Sold, Machinery Must be Sold

Iron Pipe Valves, etc., guaranteed.
Boiler, 72 x 16 ft. 100 lbs.
Twin engine, bore 13 1/4", stroke 17".
3 Stickers.
17 Saws (various styles).
5 Sanders.
2 Automatic turning tables.
2 Tenoners.
2 Chain Mortisers.
4 Filing Machines (automatic).
2 Fans and Blower system.
Pulley and Shafting.
Many other Planing Mill machines.

Apply: Dominion Lumber & Coal Co. Ltd.,
Hamilton, Ont. 11-14

Wanted-Employment

Advertisements under this heading one cent a word per insertion. Box No. 10 cents extra. Minimum charge 25 cents.

BANDSAW FILER, double or single cut, wants position; 18 years' experience. Can give good references. Box 947, Canada Lumberman, Toronto. 11-12

MANAGER OF RETAIL LUMBER BUSINESS desires to make change. Twenty-five years' experience in lumber, including several years' travelling. Box 939, Canada Lumberman, Toronto. 10-12

Man with long experience in export of deals, planed boards and box shooks for United Kingdom, Africa, Australia, and other countries, is open for engagement. Write Box 958, Canada Lumberman, Toronto. 12-14

POSITION WANTED by a well educated young man, 15 years' experience with wholesalers and manufacturers; competent inspector either hard or soft wood; will consider any other capacity. Apply Box 956, Canada Lumberman, Toronto. 12-16

MARRIED MAN, -RETURNED SOLDIER, with ten years' experience in the manufacture of Canadian lumber from stump to market, seeks position; familiar with railroad operations, good references. Box 963, Canada Lumberman, Toronto. 12

WANTED—Position as Superintendent or Foreman of planing mill or woodworking factory by thoroughly capable experienced man who has handled big work and large gangs, knows the business and machines thoroughly, and gets results. Box 950, Canada Lumberman, Toronto. 12-15

POSITION WANTED with Planing Mill Firm by a young man (aged 28), who has for the last nine years been employed with a large Ontario Firm manufacturing the highest class of lumber, matched goods and cabinet work; has been engaged in the office for the past seven years and is thoroughly familiar with the Estimating, Selling and Shipping end of the business. Apply Box 946 Canada Lumberman, Toronto. 11-13

Wanted-Employees

GOOD ENGINEER WANTED at once with second class papers. Apply Box 962, Canada Lumberman, Toronto. 12

GOOD MILLWRIGHT WANTED, one who can file and hammer saws. Apply Box 955, Canada Lumberman, Toronto. 12

SALESMAN with Eastern connection to sell B. C. Timbers, Yard Stock and Shingles, on Commission. Box 929, Canada Lumberman, Toronto. 10-11

Business Chances

Timber Limit Wanted

WANTED: Softwood Limit of 100 million or more standing timber, with or without mill plant, conveniently located to transportation. Please address reply, giving full particulars, to Post Office Box 284, Montreal. 9-12

Contractor Wanted

We own timber limits in township of Frontenac containing twenty-three square miles. Estimated to cut seven million feet each of soft wood and hard wood. We wish to contract by the thousand with some reliable Mill Owner to remove this timber from the stump, saw and deliver it on board cars at nearest railway station. Operations to commence this fall.

THE WILSON LUMBER CO., LTD.,
11-12 Confederation Life Bldg., Toronto.

Timber For Sale

Timber for Sale—Half-billion feet; half cedar, quarter fir and tamarack, quarter white pine and spruce; two hundred thousand cedar poles; situated on Lower Arrow Lake, B.C., tributary to Canadian Pacific and Great Northern Railroads. Price 50c per M. or two hundred and fifty thousand dollars. Address Owner, Apt. K., Nevada Apts., Seattle, Wash. 12

Saw Mill Plant For Sale

Practically new and modern Saw Mill Plant, capacity about 30 Million feet per annum, located in the Interior of British Columbia on a beautiful inland lake and on the main line of the Grand Trunk Pacific Railway. About 200 Million feet of timber on and adjacent to Lake (about 90% Spruce) and another Billion feet available at reasonable prices. Natural conditions ideal for economical logging, manufacturing, piling and shipping. An advantage of about \$4 per thousand feet in freight rates to the Prairie Provinces over Coast shipments. This property offers unlimited possibilities as a lumber, pulp and paper property. Would consider selling a half interest. Terms reasonable.

A. C. FROST COMPANY,
134 South LaSalle Street,
Chicago, Ill.

5-t.f.

FOR SALE Saw and Shingle Mill

20 H.P. Bell Engine.
30 H.P. Waterous Return Tubular Boiler.
Three Log Seat Carriage.
Henry Disston inserted tooth saw, single edger and slab saw, Long shingle mill knife and saw edger; all in good order. Price \$1,000 at railway switch. Box 144, Schomberg, Ont. 12-13

Two Timber Limits -

34,000,000 ft. Virgin Timber, and 3,000,000 cords of Spruce Pulpwood. For all desirable information write to: D. McDonald, La Salle, N.Y. 12-15.

For Sale

Building and machinery of good Double Cut Band Sawmill, well equipped with steam feed, canter, loaders, etc.

Also two storey Brick Factory on large lot convenient to two railways; splendid location. Address Box 949, Owen Sound, Ont. 12-t.f.

Miscellaneous



Sale of Timber Berths

Tenders will be received by the undersigned up to and including Wednesday, the 16th day of July next, for the right to cut the timber of various descriptions on the Townships of Groves and St. Louis in the District of Sudbury.

Terms and conditions of the sale containing full particulars, and maps showing the position of the Berths offered for sale, may be obtained upon application to the undersigned, or from Mr. Charles Henderson, Crown Timber Agent, Sudbury.

G. H. FERGUSON,

Minister of Lands, Forests and Mines, N.B.—No unauthorized publication of this notice will be paid for. 12-14

Toronto, June 11th, 1919.

TRUSTEE'S SALE

Flooring and Furniture Factory

of

Siemon Bros., Limited
Warton, Ontario

Tenders will be received by the undersigned at their office, Temple Building, Toronto, up to 5 o'clock p.m., Monday, the 30th day of June, 1919, for the purchase en bloc of the following assets of Siemon Bros., Limited:

All and singular the lands and premises situate in the Town of Warton and more particularly described as that part of Park Lot lettered "I" in the said Town of Warton on the north side of Frank Street, described as follows:—Commencing at a point in the southerly limit of said Park Lot "I" distant north 88 degrees east 143 feet from the south westerly angle of said Park Lot; thence north 2 degrees west 342 feet; thence north 88 degrees east 9 feet; thence north 2 degrees east 367 feet to the southerly limit of the marine allowance along the southerly shore of Colpoys Bay; thence easterly along the south limit of said allowance to a point therein where it is intersected by the line between said Lot "I" and Lot "O" adjoining it to the east; thence south following said limit between Lots "I" and "O" to the north limit of Frank Street; thence westerly along the north limit of Frank Street 515 feet more or less to the place of beginning; TOGETHER with all the buildings, plant, machinery and fixtures upon the said lands.

A marked cheque payable to the undersigned Trustee for 10 per cent. of the amount of the tender must accompany each tender.

On acceptance of any tender the amount of the deposit will be applied on the purchase price and the balance of the purchase price shall be payable to the Trustee in cash or by marked cheque within thirty days from the acceptance of the tender, or partly in cash and partly on security satisfactory to the Trustee, and the purchaser shall thereupon execute a formal Agreement for purchase of the property.

Under the terms of the Trust Deed herein dated the 15th day of February, 1906, made by Siemon Bros., Limited, in favor of the Trustee, Bondholders of the Company any tender for the Assets and in the event of a Bondholder's tender being accepted such Bondholder shall be entitled to appropriate and use towards the payment of the remainder of the purchase money any of the bonds or coupons held by such Bondholder, reckoning each bond or coupon so appropriated at such sum as shall be payable thereon out of the net proceeds of the sale or for such amount to be credited in respect of such bonds or coupons as shall be determined and fixed by the Trustee.

The highest or any tender not necessarily accepted.

For further particulars apply to the undersigned.

Dated at Toronto this 6th day of June, 1919.

THE UNION TRUST CO., LIMITED,

Temple Building, Toronto.

Trustees for the Bondholders of Siemon Bros., Limited. 12



Sale of Timber Berths

Tenders will be received by the undersigned up to and including Wednesday, the 16th day of July next, for the right to cut the Red and White Pine Timber on the following Townships, viz.:

DISTRICT OF ALGOMA

Mississauga Forest Reserve
Township "C".

DISTRICT OF SUDBURY

Township of Teffer.
Township of McConnell.
Township of McNish.
Township of McNamara.

DISTRICT OF NIPISSING

Township of Kenny,
Township of Sisk,
Township of McCallum,
Township of McLaren,
Township of Charlton.

Also, tenders will be received by the undersigned up to and including Wednesday, the sixteenth day of July next, for the right to cut various classes of timber on Township "U", in the Mississauga Forest Reserve, in the District of Algoma.

The terms and conditions of the sale containing full particulars, and also maps showing the berths offered for sale, may be obtained upon application to the undersigned, or from Mr. Charles Henderson, Crown Timber Agent, Sudbury, or from Mr. J. T. McDougall, Crown Timber Agent, North Bay.

G. H. FERGUSON,

Minister of Lands, Forests & Mines.
Toronto, May 14th, 1919.

N.B.—No unauthorized publication of this notice will be paid for. 11-14

parcel-post system has turned out a failure; also, as a corollary, that what benefit there was did not reach the class of people for whom it was mainly and plainly intended, says the "New York Lumber Trade Journal."

Perhaps the most outstanding thing about it is the fact that the officials now should think there exists any necessity for any announcement on that score whatever; for the result was a foregone conclusion and has been obvious to the public for some time. And this is in despite of the obvious coddling of the parcel post at the expense, for example, of the railway express service, which latter, by the way, used to be service and express, but is now neither any more, and presently perhaps the most uncertain mode of transportation.

But let them tell it in their own way. "There is little indication that the parcel-post will bring down war-boasted prices for any great number of people," the Director of the Post Office was quoted, at the same time indicating that the wealthy people were about the only ones profiting by the parcel-post short cut. "Although the Department has been working years to make this system general, people seem unwilling to patronize it. It is much cheaper for the consumer; I know that by personal experiment. But people seem to prefer to go to the corner store for their produce and pay more, because it's more handy than ordering days ahead from the farmer. The farm-to-table plan has not done what the Department expected of it."

Naturally. Just what almost anybody but the Department would have expected. It is just

the same old fallacy always cropping up of attempting to cut out the (by implication wicked) middleman. But it isn't in nature, so to speak. It can't be done. As for ordering a considerable time ahead from the farmer, it isn't merely a case of "handy." It's a case of can't be done for a majority of buyers. As one man feelingly observed to us once upon a time: "Where in the world are you going to store such things in sufficient quantities in a Harlam flat? And the majority of consumers of any commodity as far as warehousing space is concerned dwell, figuratively, in a Harlam flat, as it were, and must get the commodity in smaller quantities as needed. It's the retailer's job to attend to that."

In this connection and as another illustration, one seems automatically to hark back in his mind to a certain more or less famous shoe, selling at one time for \$3.50, during the calf-to-the-foot idea or experiment of some years ago, long since in the discard. Blissfully ignoring, though at least subconsciously aware of the fact that he was doing a middleman's distributing service and paying the usual cost and overhead therefor, the manufacturer of this particular shoe said substantially that no pair of men's shoes in the world was worth over \$3.50, and even went so far as to indicate that it never could be. So he forever fixed the price at his retail stores at \$3.50. However, increasing costs came along, and the good old supply of law and demand kept on functioning in the same old way at the other shoe stores until even his clerks, when you went to buy, began by asking if you wanted \$3.50 shoes for \$3.50 or at prices up to \$6. You paid your money and you took your choice. That was long before the war, and the experiment did not save the consumer anything in the end, for the simple season that it couldn't. Because the costs of distribution had to be met, regardless of who the distributor might be, and the consumer had to pay them.

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Correspondence Solicited.

WALTER HARLAND SMITH

Manager Horse Dept.

Showing the Function of the Middleman

Despatches of recent date from Washington indicate that the "farm-to-the-table" plan of the

Review of Current Trade Conditions

Ontario and the East

The market situation is full of interest at the present time and it looks as if prices are bound to advance rapidly in the near future. There seems to be a prevailing opinion that if it was not for the present industrial unrest and frequent strikes in the ranks of workers, and provided the normal amount of building was going on, there would be a decided scarcity of material in the forest products line right now. Practically a billion feet of Canadian spruce pine and fir will be taken out of Canada during the present year, having been purchased by the Imperial Government for reconstruction purposes in the old land. This is virtually one-fifth of the total amount of sawn lumber cut in the Dominion. Every block of timber removed lessens the available quantity on the market and, as the cut this season will be even smaller than it was last, and with the demand greatly increased, it does not require much foresight or a superabundance of wisdom to foretell what the inevitable result will be. The old law of supply and demand governs in every instance and with a decreased supply and an augmented demand there is only one logical conclusion and that is an advance in prices in the near future.

In the interview the other day with a representative salesman of Pacific Coast stock, after referring to the recent advance of three or four dollars per thousand on flooring, ceiling, shiplap, boards etc., he said that it looked to him as though it would take some time before the Western salesmen were able to make these advances stick in the Eastern market. There had been a complete reversion of conditions as they existed between the Eastern wholesalers and the Western forest products representatives during the first few months of the year 1919. With the possible exception of two inch dimension, prices on B. C. stocks during the first few months of the year were considerably lower than on corresponding Eastern grades. Now prices are considerably higher for the Western stuff than for the East. Owing to elimination of the Coast competition in a large degree and a shortage of stock in the East generally prices on pine, spruce and hemlock are due for stiff advancement.

B. C. common boards and shiplap are now \$4.00 to \$5.00 above Ontario hemlock, which is their most persistent competitor. Fir flooring at \$49.00 shows rather a wider margin, as Northern Ontario and Quebec spruce has been coming in at \$40.00 to \$42.00, and there have also been considerable quantities of B. C. Mountain stock offered in the East at about the same prices. However, when it is considered that building in the East, owing to labor troubles, prospective and actual, has hardly got well started as yet, and that the available supply of lumber in Eastern Canada, greatly reduced by overseas orders, is away below normal, it appears that Canada is going to be up against a short supply of lumber all around.

A leading Southern pine manufacturer recently said that it was altogether unlikely that much southern pine would be available for the Ontario market this year, and the experience of dealers in that line bears this out. The recent stiff advances in Western pines may cause the retail men to see what can be found in the way of substitutes at lower prices for the next few weeks.

It is thought that matters will readjust themselves in a few weeks and when this is done the ability of B. C. firms and others to supply adequate material will be the chief consideration. Timbers are selling at base from \$20 to \$24, but there have been no heavy requisitions recently in this line and all dealers are pretty well stocked up.

There has not been a great deal of shingle buying at the advanced prices and for the present some retailers are pushing other lines of roofing.

One large lumber concern in Toronto has sold during this season close on to 30,000,000 laths, over half of which have been spruce laths; and the remainder white pine. The bulk of this consignment has been sent to the United States. Some Ontario firms are shipping white pine lumber to the West Indies, South America and other points. It is very difficult to secure shipping accommodation, but each week sees a little improvement although there is no material evidence of a recession in carriage charges. It is predicted that there will be an application made at an early date by the Canadian railways for another advance of 20 per cent. in freight rates. Last year there were increases of 15 and later 25 per cent., and the present advance will be based on the ground of additional outlay for materials, shorter hours of labor and higher wages.

Prices in the hardwood market are strengthening rapidly and

in some instances there has been a decided elevation in quotations. The general expression of opinion in the trade is not along the line of prices taking a drop or remaining stationary, but rather speculating on how heavy will be the advances. Of course, the recent industrial unrest and the uncertain outlook has materially halted construction in a number of lines with the exception possibly of automobiles, but it is expected that conditions will soon become more stable and with a clarifying atmosphere the improvement all around should be very marked. Furniture factories have been buying quite freely and so have motor companies. Quarter cut red oak in firsts and seconds, and No. 1 common is very hard to get, and plain oak in both white and red, in firsts and seconds and No. 1 common is not any too plentiful at present so far as dry stock is concerned. In 1, 1½ and 2 in. birch in firsts and seconds dry stock is almost as a premium, while in basswood a shortage is being experienced in 1 and 1¼ in. thicknesses in both firsts and seconds and No. 1 common.

In fact the paucity of thick stock in birch and maple is quite pronounced and agricultural implement manufactures, in the absence of thick maple are turning their attention to thick birch. All the lumber mills in the Georgian Bay district and on the north shore are now operating, and report labor conditions as fair. The recent heavy rains have resulted in lots of water being in the streams and driving conditions have been the best they have experienced in years. It is reported that a number of sales of moderate blocks of white pine have been made at advanced prices by a number of lumber manufacturers; in fact, it is considered that, with the general trend prices will go still higher. The figure for spruce and hemlock is stiff and liable to undergo a change at any time, it is declared.

Great Britain

The rising prices, due to the excessive freights, are having one good effect: they have caused buyers to take more interest in the national stock. This is now being disposed of quite satisfactorily, and goods which were rather despised a month ago are now being purchased. The Government buyer is, in regard to this stock, acting as a merchant. He has his prices and sells picked specifications on his figures; but for odd lines, for unfavorable lengths, and for clear-lots he is accepting less; he is, in fact, disposing of his stock at market values. And the more he sells, the better the position will become. As long as there are large quantities of goods in the hands of the Government, merchants feel insecure; but at the present rate of selling the anxiety will begin to disappear. In forward business, there is a little doing on c.i.f. terms, but not much f.o.b. purchasing. The demand for planed goods shows signs of improvement, and the increased interest which the local authorities are showing in the housing schemes is not without its effect on the market. Coming events are casting their shadows before. In the hardwood trade, the demand is good; prices are firm and still inclined to rise. The heavy freights from America, etc., and the small quantity of tonnage available have convinced merchants that fresh arrivals in large quantities are not to be expected just yet. All agents are very busy, and are now getting into touch with their old customers, preparing the way for future operations.

Further evidence was afforded by the result of last week's public sales of the steadily firm position which has been generally maintained, says the "Timber Trades Journal" in regard to mahogany as well as other hardwood values since the auctions commenced in February. As the mahogany that has been submitted at the several auctions during the last four months has not varied in character to any marked extent, being Government stocks selected for specific purposes, the prices that have been realized for these goods from time to time can be fairly well contrasted.

It is true that the high level of prices that was realized at the first two sales held in February has not since been reached, the average rate that was then secured for Grand Bassam mahogany having been 1s. 9/16d. per ft., but declining to 11 2/3 1/2d. per ft. in the following month, it has since kept very near to this latter figure, the average for last week's sales reaching 1s. per ft.

From Liverpool the advices are that business would be fairly good if labor conditions ruling the state of trade were a little more settled. Unfortunately the working man does not seem to have reached his ambition in regard to his own ideas of remuneration, and strikes, with the threat of more strikes, is paralyzing industry to such an extent that employers are very reluctant to engage in new business enterprise without some definite assurance as to where they stand in



View of Mills in Sarnia.

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Retailers and woodworking establishments who like to get A1 NORWAY and WHITE PINE LUMBER always buy their stocks from us because we can ship them on quick notice. It pays to have the goods, but it pays better to "deliver" them.

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SARNIA, ONTARIO

B. P. BOLE, Pres. F. H. GOFF, Vice-Pres. E. C. BARRE, Gen. Mgr. W. A. SAURWEIN, Ass't. Mgr.

the matter of transport charges. The Liverpool dockers' charter is now beginning to work a little more smoothly, and will doubtless enable trade to revive considerably in the future, but as soon as one section of labor receives its demands, another section immediately comes out with a fresh proposal for the adjustment of their wages, consequently business is more or less confined to chaotic conditions, and while those labor troubles predominate, the question of settling down to earnest progressive effort is quite impossible. Yesterday it was the dockers, to-day it is the sawyers, and to-morrow it will be the carters or some other faction of the transport fraternity; so it goes on, and as long as those disputes continue, the trade of the port will suffer accordingly.

It will be a good thing all round when these disputes are settled satisfactorily, for as long as an unsettled state of affairs prevail, the longer it will be before reconstruction problems can be tackled in a really efficient manner. Many people believe that the Government, unwittingly, have been the cause of much of the present disturbances

United States

Business in all lines is improving and prices are firm and advancing. All stocks such as white oak, both plain and quarter cut, are moving. Ash is in good demand for automobile work and there is considerable export trade being done in white oak. Hardwood stocks are going in good shape, and dealers report that a number of nice orders have been received of late. Surveying the market generally it may be said that in the last few months there has been a change from a buyers' to a sellers' market. When the war ended, and during the winter months, commercial activity in the use of the products of the lumber mills was at a low ebb. Now, the mills are hardly able to supply the insistent demands of customers who care little about the prices they are asked to pay, but much about whether they can get their requirements filled. Because of the inactivity of building operations during the war, many mills were shut down and many others were only operated to a part of their capacity, excepting such mills as were filling government orders. These mills piled up a lot of side-cut lumber and there was some apprehension for a time that this would glut the market. It was also feared that the government would turn loose its accumulated supplies of unused materials and cause a slump in prices. Neither fear has been realized. The side-cuts and the government surplus have been absorbed and builders are crying for more.

Northern pine operators have sold their last year's cut down close to the ground. Many items are practically out of the market, and others are extremely short in supply. The new cut is drying rapidly but none too fast, for the demand is such that much of it must be used to fill orders. Yard stock is moving freely, and the demand from industrial sources is consistent. There has been no general advance in prices, but with the demand constantly growing and insistent buyers are inclined to bid for stock and may force the market to a new level. Low grade boards are not moving as freely as other items, but the supply is not at all menacing.

Southern pine manufacturers are advancing their prices on a number of items.

The dislocation of shingle values, setting aside all precedent and conservatism, has been realized, and a runaway market continues with buyers so far casting aside all caution in a rush of purchasing which may ultimately prove unprofitable to all parties concerned.

Trade in hardwood lumber is limited only by the ability of producers and wholesalers to fill orders for many of the items of the various varieties. Shortages are constantly developing in the dry stock supply, and the new cut is hardly in condition for use, and will not be for some weeks.

Southern oak is the hardest to get, and has advanced most rapidly in price, but other southern hardwoods are also short. High water in the Mississippi river and its tributaries has cut down mill operations and the mills were pretty well cleaned out of dry material during the latter part of last year. Prices are going up so rapidly that it is not safe for a wholesaler to sell lumber until he has it bought and on the way.

The demand for ash has increased perceptibly of late. Automobile manufacturers are in the market for large supplies and other consuming factories are buying more heavily.

The demand from the furniture trade is good. Furniture manufacturers are oversold on their production and have orders to keep them busy for many weeks. They are buying a large amount of birch and of other woods used in the manufacture of this commodity.

The sash and door factories are busy up to their present labor capacity. The supply of skilled woodworkers is short, and the demand for sash and door products is growing. Country building is taking much in stock sizes, and increased city building is calling for interior finish.

Market Correspondence

**SPECIAL REPORTS
ON CONDITIONS AT
HOME AND ABROAD**

Ottawa Lumber Prices are Steadily Going Up

Higher manufacturing prices as predicted in the last issue of the "Canada Lumberman" will, it is almost certain, prevail in the Ottawa lumber market soon, according to existing operations during the opening period of June. On the best of information it can be said that the advance for this year's saw cut to be asked by the manufacturers will be anywhere from ten to twenty-five per cent. over existing prices. No manufacturers' prices for this season's saw cut were announced or reported up to June 15th.

The whole market, as to price, generally remained firm, and was particularly so in the lath and shingle arena. Latest quotations show advanced prices.

The market since May 26 has steadily increased in strength. Whatever pessimists there were as to the future have faded away or considerably modified their previous views. "The lumber market is coming back into its own" was the well versed opinion expressed from a leading Ottawa Valley lumberman.

The coming advances from the manufacturers' end to the wholesalers and the retailers, while it was expected any day, did not seem ripe to accrue until July or for a later period in some cases. It was heard they might not come till the early fall months.

There was a two-fold reason behind the situation. The first was that the manufacturers knew that their costs had increased. On domestic stock at present prices some of them may show a loss. Secondly, on the opening up of export (bottoms becoming freer) the demand which certain lumbermen have been looking for is almost certain to arise and consequently prices would naturally jump considerably both for domestic and foreign stocks.

Locally, the trading, while it was better than during the closing period of May, was not altogether satisfactory. The volume of the building trades, excluding shell box stock, was greater than any year

since 1913, but it was only a fraction of the volume of the boom year, before the war.

The most encouraging aspect of the market was the increase in demand from the United States retail and wholesale yards, which indicated that American buyers had become convinced that the price of lumber was not for the present going lower and were "stocking up." The demand was for the middle and better grades.

At this time in other years the saw cut of the mills was usually pretty well bought up, but reports from manufacturing circles indicated that this year a good deal of the stock for the domestic market had not been sold and that the manufacturers themselves were waiting to see what it was going to cost them to produce. Practically all the stock for export to the English market, particularly white spruce and pine deals had been purchased.

Labor and industrial unrest in Canada at the present time was pointed to by some as being the reason that building activities did not go ahead as fast in Canada as in the United States.

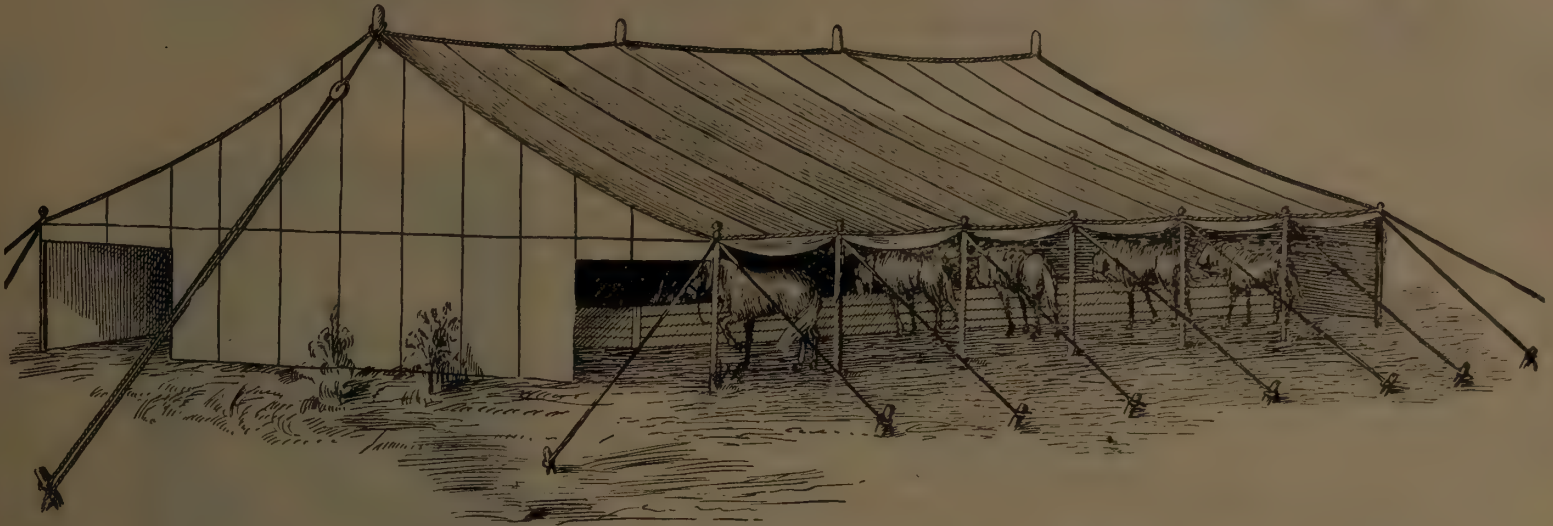
With the woodworking factories from a labor end the situation remained pretty much unchanged, but it was expected that the new union of factory workers and woodworking employees had put in a demand for higher wages and an eight-hour day which was to be met by June 15th. According to information received the operators of woodworking factories are not inclined toward recognizing the union, but are willing that each factory should deal with its own employees separately instead of collectively.

Reports from real estate dealers indicate that there is not going to be any great building boom this year, unless the Government housing scheme gets under way, which up to the present it has shown little or no sign of doing. Houses in Ottawa are scarce, and the majority of residential buildings under construction are for private use rather than speculative purposes.

Since the last report a site for a new Bowles Lunch, on Rideau

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street has been purchased. This building, which will not be commenced until after May 1st, 1920, will cost well over \$100,000. A new Orange Hall on Gloucester street and a new apartment house at the corner of Albert and Metcalfe streets, will mean building operations for the best part of another \$100,000.

Taken all around the tone of the whole market was encouraging, and if more bottoms can be secured and export open up, lumber prices are liable to show substantial advances. Most of the stock going to the Old Country at present, according to operators at Ottawa is on Government account.

St. John Reports Stocks are Piling Up

The anticipated tonnage for the movement of deals from St. John and its immediate neighborhood has not as yet materialized, and there seems to be no certainty that it will, although shippers are more optimistic than at any time during the last four weeks. The mills are fast piling up with deals and some accommodations must be given them or it will necessitate shutting down of the plants. With the large number of unemployed now floating around all over the country if there were any additions to the ranks, matters might become very serious.

Lumbermen at St. John feel that they are not receiving fair treatment in regard to the movement of materials. They have taken large risks and have the most expensive logs in the country, being forced to purchase the major portion of their logs from land owners either in Maine or New Brunswick. These land owners have their own scale, as a rule, and if any kicks are made by a lumberman he loses the chance of buying any further stumpage. The drives are long and risky and besides the expense thereof, even at present prices, he is not making any large profit.

In fact, on the logs cut in Maine present conditions do not show that there will be anything but a loss to face. The stocks of the factories at St. John, who are carrying on a woodworking business, are this year very costly and under present conditions very small, if any profits are being made. There is but little building being done and only repairs where necessary are being carried out. The finest materials, such as pine and Douglas fir, have taken further advances during the past week. This applies to the large mills from which the factories are buying, but the factories have not been able to effect any advance as, under present conditions, the consumer will not pay, feeling that he would rather do without than hand over any more money than present prices.

All drives on the St. John are in safe waters and logs are now being rafted at Fredericton for St. John owners. Laths have stiffened in price and \$3.00 is now being received for them on the wharves of St. John. Refuse lumber of all kinds is fast accumulating and no buyers can be found at any price except at a loss to the seller. Spruce boards are also moving very slowly.

While the consumers and the public in general are crying for lower prices the cost of raw material was never so high, wages are steadily going up and efficiency is becoming a lessening factor. The daily turnout of the mills at St. John was never so low as this year, and it is costing more to saw per thousand than at any previous period.

Montreal Trade is Showing More Activity

While local trade in Montreal remains dull, more inquiries and orders for American account have been received. There is still a feeling among those who desire to build that prices of construction are likely to recede; it is a vain hope, and is partly responsible for the comparative lack of activity in large building work. The reports from the province show increased building, and the Montreal permits are satisfactory, but the latter are mainly for repairs and small jobs. The permits for May totalled \$1,269,435, which is larger than all the combined four months of the current year; it represents a gain of \$610,755 as compared with the corresponding month of 1918. The total for the five months is \$2,156,007, an increase of \$414,002 as against 1918. This looks good, but having regard to the pressing needs for houses, there is still an enormous amount of work to be done if the requirements of the public are to be adequately met.

Prices remain very firm, B. C. stock is exceptionally strong, three advances having recently been made. A considerable quantity has been sold for shipment across the border.

Two or three local woodworking firms are very busy, having secured import orders for the panelling, screens, etc., for the new Parliament buildings, Ottawa.

A considerable amount of the lumber purchased by the British Timber Buyer is being shipped; but comparatively little is being sent on commercial account. Rates for this class is quoted at \$80 per standard, and very little space is available. Cables received from London are to the effect that the market for spruce is weaker, but that pine is firm and in demand. The British Ministry of Shipping promises to release up to 50 per cent. of the space, an increase of 20 per

cent. This was supposed to have gone into operation this month, but the demands for space for food commodities put it out of the question.

Lt.-Col. Sadler Elected Chairman

Lieut.-Col. Walter James Sadler, who was recently elected chairman of the Montreal branch of the Canadian Manufacturers' Association, has long been actively identified with that body and for a number of years has been on the Executive at Montreal. Lieut.-Col. Sadler is well known to the Canadian saw mill and lumbering industry through his partnership with Sadler & Haworth, manufacturers of leather belting and general leather goods, having developed a wide trade in all parts of the Dominion. Mr. Sadler was born in Montreal in 1878 and was educated in that city, where he has resided all his



Lieut.-Col. W. J. Sadler, Montreal

life. He became a partner in his present business in 1895. He is a capable and efficient business man, who is well thought of and well spoken of by his associates and large circle of business friends.

Advances in Lumber Relatively Small

A recent despatch from Omaha, Neb., states: The average increase in the cost of lumber for the construction of a residence since 1917 has been but 35 per cent., while the whole increase in the cost of constructing a house has been 60½ per cent. These figures were shown in great detail in Omaha and made public by Arthur P. Guion, of the Guion Lumber Company, in answer to the public criticism the real estate people and other interests directed against the lumber people here as holding lumber prices too high.

Mr. Guion obtained figures regarding the cost of building a certain house in Omaha which was built by the contractor, Carl Carlson, for the Byron Reed Real Estate Company in 1917. It happens that the company wishes to use the same plans and blue prints and exactly duplicate that house this season. Here are Contractor Carlson's figures on the details for the same house built in 1917 and 1919:

	1917	1919
Excavating	\$ 20.00	\$ 30.00
All masonry	200.00	405.00
Millwork	438.00	593.00
All hardware	65.00	141.00
Tin work	41.00	69.00
Plastering	187.00	341.00
Plumbing	250.00	495.00
Wiring	34.00	45.00
Heating plant	136.00	292.00
Carpenter labor	450.00	562.00
Painting	125.00	199.00
Lumber	547.00	738.00
Total	\$2,493.00	\$4,010.00
		2,493.00

Increase two years \$1,507.00

Anyone can take the item of lumber here and see that the increase in the cost in two years does not reach 35 per cent., while the total increase in the cost of the house is 60½ per cent. One of the greatest increases is that of the cost of plumbing, which is considerably more than 100 per cent. The cost of all masonry increased more than 100 per cent. also.

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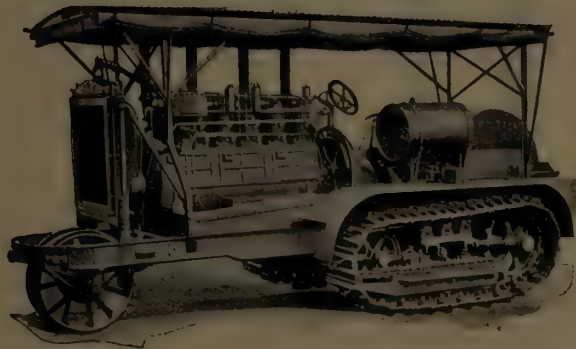
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These tractors were made by the Holt Manufacturing Company for the British Expeditionary Forces for hauling heavy guns and loads over the world's worst roads.

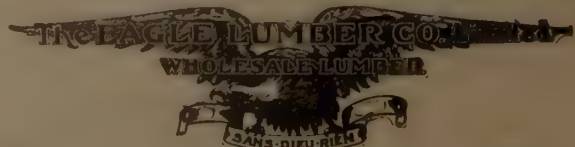
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EDGINGS

Ontario

Pellow & McMeekin, of Hearst, Ont., who are dealers in lumber, recently sustained a loss by fire.

F. M. Wallingford intends to erect and equip a new sawmill at Timmins, Ont., in the near future.

Bourke, Lindsay & McCluskey have purchased a property in Timmins, Ont., and intend to erect a sawmill on the site.

It is the intention of the Spanish River Lumber Company to operate their plant at Spanish Mills this season as well as their mill at Cutler, which will give the company a large cutting capacity.

Owing to the general unrest, the Ingersoll, Ont., Housing Commission has abandoned the project to build fifty houses, although land had been secured and plans drawn for the dwellings.

The Emmett L. Stearns sawmill at L'Orignal, Ont., has been sold, the interests being taken over by a new company who will operate the plant under the name of the National Lumber Company, Limited.

The Baptist Church and Bank of Commerce, Sudbury, Ont., both of which had bought property and announced their intention of building this year, have called off their program, owing to the high cost of labor and material.

Owing to labor troubles and the general strike in Vancouver, several representatives of Coast mills in Toronto and Montreal have been advised that their plants are at present neither able to ship nor manufacture but it is hoped that this difficulty will soon be overcome.

The Marshay Lumber Co., of Toronto, have bought the William Milne plant at Milnet, Ont., on the line of the Canadian National Railway, and about ten million feet of white pine will be sawn at the mill during the present cutting season.

The stock of lumber consisting principally of white pine, which was owned by Lauder, Spears and Howland, at Pakesley, Ont., has been bought by the Union Lumber Company, Limited, of Toronto. The stock consists of about six million feet.

Toronto is consuming more lumber at the present time than any other city in the Dominion, according to a statement made by a wholesale lumber merchant. The building trade is booming in the city very much more than in any other large centre.

Harold Peters, the 12-year-old son of A. Peters, foreman of the Frontenac Lumber Company, was drowned in Anglin's slip at Kingston recently. With his younger brother the lad was fishing off a lumber pile, and his fishing rod falling into the water, he jumped in after it.

Judge Kelly, of Toronto, dismissed without costs recently the claim of J. B. McLaughlin against Grant Davidson, of Ottawa, for a commission of one dollar per thousand feet on the sale of a large quantity of lumber to W. C. Edwards and Company, Limited, last September.

As a result of the high water in the Ottawa River upwards of 600 men were recently temporarily thrown out of employment at the J. R. Booth mill, Ottawa. They were sawmill hands. The high water is affecting the operation of several of the plants. Many of the buildings at the E. B. Eddy sulphite plant were also submerged in water.

Fire broke out recently in the shavings shed of Wm. Williamson, 401 Woodbine Ave., Toronto, and did damage to the extent of several hundred dollars. The blaze started on a Saturday afternoon when there were no employees about the plant. There will be no interruption to the work of the mill which has a number of contracts on hand.

An extra provincial license has been granted the Grand Rapids Veneer Works, a corporation created under the laws of Michigan, to manufacture, buy and sell veneers, panels, lumber and woodwork of all kinds in the province of Ontario, and to expend the sum of ten thousand dollars. E. M. Kettle, of Toronto, has been appointed attorney for the company.

Clarence Hillsmith, of Boston, who is a well-known paper mill engineer, has been appointed a member to the Board of the Mattagami Pulp and Paper Company, of Toronto, and also made managing director of the firm, whose sulphite pulp plant at Smooth Rock Falls, Ont., is being enlarged to turn out one hundred and fifty tons of unbleached sulphite pulp daily.

Fire losses in the Province of Ontario in the first four months of the year showed a marked decrease compared with the first four months of 1918. There were 3,034 fires, a decrease of 726. The total loss was \$2,674,008, a decrease of \$2,509,213, as compared with the corresponding period last year. The insurance loss in the first four months of this year was \$2,019,600, as compared with \$4,011,808 in the first four months of 1918.

At the annual meeting of the Canadian Manufacturers' Association, which was held in Toronto on June 10, 11 and 12, an able address was given at the banquet by George B. Nicholson, M.P., Chairman of the High Cost of Living Committee of the Government. Mr. Nicholson is a well-known lumberman, being a member of the firm of Austin and Nicholson, of Chappleau, Ont., who are extensive manufacturers and dealers in lumber, pulp wood and railway ties.

Eastern Canada

The R. F. Seale Lumber Co., Ltd., of Quebec, has obtained a charter.

The Campbell-MacLaurin Lumber Co., Ltd., has removed from 528 to 526 Board of Trade, Montreal.

Delphis Labelle, who owns a saw and grist mill at St. Hippolyte de Kilkenny, Que., was recently burned out.

The sawmill of Ernest Marchand, Les Vieilles, Que., has been considerably altered and its capacity increased.

Fire in the lumber piles at the Chaleur Bay Mills, across the river from

Campbellton, N.B., destroyed nearly half a million dollars worth of lumber, the property of the British Government. The mill was saved.

The Fraser Companies' sulphite pulp mill at Edmundston, N.B., is down for a short time in order to change to the bleach system and to provide additional sewage facilities. The power development is nearly finished, giving about 3,000 h.p.

The Huron Steamship Co., Ltd., with a capital stock of \$50,000, and headquarters in Montreal, has been incorporated to purchase, acquire, charter and operate tugs, barges and all other kinds of vessels and to construct wharfs, warehouses, piers, docks, etc.

The Sorel Shipbuilding and Dry Dock Co., Ltd., with a capital stock of \$350,000, with headquarters in Sorel, P.Q., has been granted a federal charter. Among the incorporators are J. N. A. Leclaire, Fred Bridges, A. Salvail, and I. J. W. Messier. The company is authorized to carry on the business of shipbuilding and shipwrights in all their branches.

The Abitibi Fir & Trading Co., Ltd., have been incorporated with a capital stock of \$49,000 and headquarters in Montreal. Among the incorporators of the company are Rene Dubert, Albert Thibaudeau, Henry Dennis and Lewis C. Boucher, all of Montreal. The company have wide powers, among which are to deal in lumber and own and operate sawmills.

The new news print machine of the Brompton Pulp and Paper Co., Ltd., of East Angus, Que., which is 162 inches wide and will increase the output of the plant to one hundred and twenty tons a day, doubling the present capacity, was put in operation recently. In regard to pulp wood the company announce that they have sufficient on hand to run their industries for the next year and a half.

At a special meeting of the shareholders of North American Pulp recently held in Montreal, the resolutions passed at the meeting on May 22 were confirmed and ratified, and the shareholders approved the incorporation and organization of the Saguenay Pulp & Power Company, and the issue by it of \$5,500,000 6½ per cent. secured serial bonds for the purpose of bringing under one control the subsidiaries of the North American Pulp & Paper Co.

The War Moncton, a new vessel built by Grant & Horne, was launched recently at St. John, N.B. The vessel is a duplicate of the War Fundy, and is of the same staunch construction. She is a craft of 2,800 tons dead weight, and is now nearing completion. Seven months elapsed from the laying of her keel to the day of launching. In addition to the War Moncton, a four-masted schooner of 650 tons, to be used in trans-atlantic and South American trade, will be built at the Grant & Horne yards, and will be launched in a few months.

Giving evidence before the Royal Commission on Industrial Relations, Mr. Paul Lea, sash and door manufacturer, of Moncton, N.B., stated that he was not averse to a forty-four hour week, providing it was made inter-provincial, and he favored also an interprovincial standard of wages in order to put competing manufacturers on an even footing. He had to pay his carpenters more than was paid for the same class of work done in St. John and Amherst. He would strongly favor the appointment of a body to set the price to be paid for certain classes of work.

A federal charter has been granted the Fraser Pulp & Lumber Co., Ltd., with headquarters in Plaster Rock, N.B., and a capital stock of \$5,000,000. The incorporators are D. Fraser, Plaster Rock, A. Fraser and Wm. Matheson, of Edmundston, A. W. Brebner of Cabano, P.Q., and Thomas Matheson of Estcourt, P.Q. The company will take over as a going concern the business now carried on by the Halifax Lumber Co., Ltd., in the Province of Nova Scotia, and also the business conducted by the Tuskett Lumber Co., Ltd., of Nova Scotia. The Fraser Lumber Company is empowered to control, operate and carry on pulp, paper and lumber mills, etc.

Messrs. Rutherford, Traversy & Mathieu, manufacturers of finished lumber, interior trim, etc., recently waited on the Board of Directors of the Association of Montreal Building & Contracting Industries and asked for their co-operation in securing from the architects more details in working drawings and suggesting that the architects should furnish the lists of quantities of materials required on the various jobs. It was pointed out that during the war there might have been some reason for making small scale drawings without sufficient details, but now that the country is settling down to peace conditions and more draftsmen and estimators were available, there seemed no reason why the drawings should not be as clear and complete as possible. The co-operation of the Board was promised.

Western Canada

The Bella Coola Logging Company, of Bella Coola, B.C., has been granted a charter. The capital stock is \$125,000.

The Stoltze shingle mill at Cedar Cove has been purchased by J. A. Edgecumbe and A. Newham and will commence operations shortly. There are three machines and the output will be principally for the American market.

A recent despatch from Prince Albert, Sask., says: Rain fell lately and did a great deal to check the fires that have been raging in northern Saskatchewan for the last two weeks, though the problem is not yet solved. The damage will run into millions in timber destroyed.

New Westminster lumbermen have taken a lease on the property of the Western Timber Company at Gerrard and have purchased the entire stock of logs at the mill. Capacity running is expected to be the rule at Gerrard for some considerable time. The lease is for six years. The capacity is 75,000 feet daily.

Thirty-one sawmills are now in full blast in the city of Prince Rupert and surrounding district, according to the statement of Mr. W. P. Hinton, vice-president and general manager of the Grand Trunk Pacific line, on his recent visit to Vancouver. The operators in the north are highly optimistic of the output in 1919.

Fire completely destroyed the splendid mill of the Nicola Pine Lumber Co., Ltd., at Canford Mill, B.C., recently. The blaze broke out at seven o'clock in the evening and was fanned by a strong wind down the creek. By blasting some of the houses the fire was saved from spreading away from the actual mill site. In the morning nothing was left except Mr. Meeker's house, which by a marvellous coincidence through change of wind, it was possible to save. Millions of feet of finished lumber stacked for drying, was burned like matchwood; as well as five carloads ready for shipment. Terry & Gordon, of Toronto, are eastern selling agents of the Nicola Pine Lumber Company.

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Given Leave to Reorganize Company

Special leave to reorganize the Canadian Puget Sound Lumber Company by making a sale to the debenture holders, was granted by Mr. Justice Murphy, of Vancouver. The application was made by Mr. W. B. Farris, under the special act of the Legislature passed at the last session.

Mr. Farris stated that debentures to the value of \$1,215,000 had been subscribed by 377 persons who in October, 1914, had appointed a committee to look after their interests. Since then the Sayward Mill Co. had filed a vendors' lien for \$125,000, and an additional \$92,000 had been obtained on receivers' certificates of which \$50,000 had been retired.

Ninety-six per cent. of the debentures holders have signified their consent to the reorganization, and his lordship accordingly consented in the absence of news from the others, who are associated in various portions of Great Britain and the United States.

General Conditions in Canadian Lumbering

Speaking of general lumbering conditions in Canada the last issue of the Labor Gazette of Ottawa, in its monthly review for May, says:

Westville reported that the lumber mills and logging camps were running at full capacity. Charlottetown reported fair activity in the sawmills to which the operations of the industry were confined. St. John reported that river-driving and rafting was being carried on, and that the various saw and shingle mills were in active operation. Fredericton reported that considerable numbers of men were engaged in river-driving and that the sawmills had commenced operations. Quebec reported that river-driving in the district was in full swing under ideal conditions, though the sawmills were not yet started. Sherbrooke reported the sawmills fairly busy. At Peterborough the industry was active and the sawmills were preparing for the big cut. Sault Ste. Marie reported activity at the sawmills. Fort William reported that river-driving had commenced, but that as yet no great call for labor had been made. Prince Albert reported that the Prince Albert lumber mill was not expected to open up this season, but that other mills in the district would continue operations, and that many of the local men had gone to these mills. Calgary reported that there was still a demand for men in the sawmills and lumber camps. Fernie reported some improvement in this industry over previous months, but that the demand for lumber products fell very short of normal for the season of the year. It was anticipated that there would be an improvement later on. Vancouver reported that the lumber camps were slowly opening up, though not in such numbers as last year, the demand for spruce having fallen off. The saw and shingle mills were fairly busy. New Westminster reported that sawmill work was not very active although all the mills were running; shingle mills, however, were running steadily. Nanaimo reported that the logging camps were still running steadily and that the shortage of men was disappearing. Saw mills were also running steadily, but the shingle mills were not doing quite as well. Victoria reported that the lumbering industry was fairly active with prospects of a good season ahead.

Saw-milling Industry in Queensland

During the last four years the output of the saw-milling industry in Queensland has shown a gradual decline. The quantity of softwoods cut was 70½ million superficial feet in 1917, as compared with 101 million feet in 1914; the quantity of hardwood cut was 41 million superficial feet in 1917, as against 66½ million in 1914, whilst of cedar, only 198,000 feet were cut in 1917, as compared with 669,000 in 1914. During the four years the value per 100 superficial feet for softwoods has risen from 16s. 7d. to 18s. 3d.; that for hardwoods has risen from 18s. 5d. 3d., whilst the value of cedar has dropped from 42s. 10d. to 39s. 4d. The fact that during a period of four years the output has steadily decreased while prices for most of the produce have risen suggests that a period of recovery and expansion is due. At the Interstate Forestry Conference held in Perth in November, 1917, the fact was disclosed that the timber resources of Australia are very much less than is generally supposed, and that there will be very grave difficulty in securing even 25 million acres of valuable reserves for the whole of Australia.

Goats Graze Fire Guard in U. S. Forest Reserve

Four hundred milch goats have been procured by the forest administration of the Angeles Forest Reserve and are to be used this summer for lessening the menace of forest fires. This is to be accomplished by grazing the animals in the fire breaks, thus eliminating much of the danger of spreading fires by keeping these barriers clean. Wires are being strung through the middle of the fire breaks, and to these the goats will be ring-tethered, so that each animal may graze

only in the fire break and yet cover considerable ground. The 400 goats are to be used in that portion of the Angeles Forest Reserve between the Cajon Pass and Great Bear Lake. By reason of the benefits to the forest, the goats are accorded free grazing privileges by the Government. Besides supplying milk to the families of the forest rangers, to whose lot it falls to attend the herds, it is expected that there will be a considerable quantity of milk to be sold to trout fishermen, campers, and other so-journers within the forest.—Popular Mechanic.

Canadian Lumber for South Africa

In a recent report to the Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa, W. J. Egan, of Cape Town, Canadian Trade Commissioner to South Africa, says: There are several woods such as teak, jarah, mahogany, hickory, and oak, for which the figures of import are not given in this report, although in both hickory and oak figures are fair exports from the United States. Ash is another line shipped in very small quantities from both Canada and the United States.

Pine.—The form of entry for this year's statistics of trade shows a separate heading this year on pitch-pine. Of this the United States shipped last year 687,000 cubic feet, valued at £50,343. This, coupled with pine shipments of last year, which totalled 685,377 cubic feet, valued at £59,814, will show an increase of trade on pine. The new method of entry is a decided advantage in making comparisons of trade with Canada's shipments of pine, although the whole of the pine entry from the United States is not all Northern pine, as there are some Southern woods shipped as pine which, as a matter of fact, do not really come under that heading. Canada's pine shipments dropped from 794,758 cubic feet in the year 1917 to 665,412 cubic feet last year, but the value increased from £37,890 to £52,825.

Poplar.—There is a good demand for poplar lumber in South Africa for shelving and carriage manufactures. Canada shipped about 1,000 cubic feet in 1917 and none last year, while the United States exports increased from 21,952 to 32,986 cubic feet last year, the value increasing from £3,471 to £7,129.

Spruce.—This is the first year in which spruce imports are shown as a separate heading of import. Canada's share of the trade was 325,846 cubic feet, valued at £32,409, and the United States shipped 1,921 cubic feet valued at £240. Canadian spruce is greatly in favor in South Africa for the making of box shooks, which is a big industry.

Wood, Manufactured.—Now that spruce is a separate entry there is not much of interest in this item of import, which for Canada dropped from 267,218 cubic feet valued at £16,837 to 1,810 cubic feet last year, and the imports from the United States dropped from 105,976 cubic feet to 7,819 cubic feet.

Flooring and Ceiling.—This import is usually in very big quantities from Sweden or Norway, as in normal times they ship to standard grades, and although some of these grades are very poor, the import under normal shipping conditions is likely to continue from that source, as the ocean freight is usually very much cheaper than from the Atlantic or Pacific ports. In this and other better grades of manufactured lumber, trade could be made to increase from Canada if there was some system of stocking the wood here, so that architects who are anxious for the better grades would be in a position to specify for them.

Other Lumber, Planed and Grooved.—As with flooring and ceiling, the imports from the United States increased last year over 1917. The import last year was 37,710 cubic feet, an increase of 11,200 cubic feet for a value of £8,744. Canada's share of the trade dropped from 27,480 cubic feet to 15,197 cubic feet, valued at £2,621.

The Story of An American Home

The Western Forestry & Conservation Association have drawn up an interesting "Story of the American Home" which they have published upon the back covers of the program for their annual conference to be held in San Francisco on October 19th and 20th. The "Story" is in the form of a series of questions and answers as follows:—

What are the best things a nation has?	Homes.
What are homes usually built of?	Wood.
What furnishes homes?	Wood.
Where is the home center?	The fireside.
What burns there, reflected in happy faces?	Wood.
Where do wives and children watch it?	In wooden chairs.
Where do the little feet patter all day long?	On wooden floors.
Of what are household articles mostly made?	Wood.
And our books and newspapers, that make us civilized?	Wood pulp.
Where does our food come from?	Wooden fenced fields.
Where is it stored?	Wooden barns.
How is it packed?	In wooden boxes.

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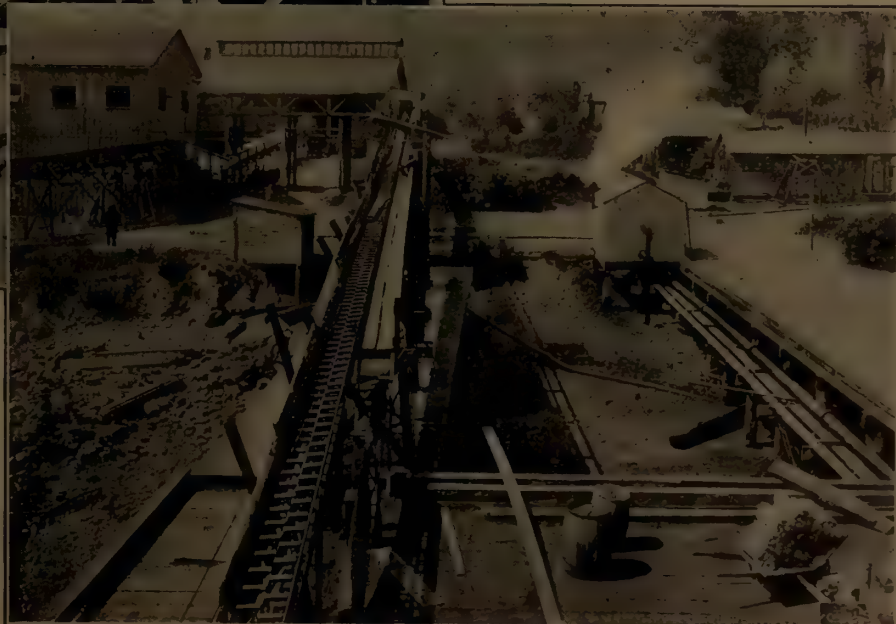


Illustrating portable unit of Mathews
Conveyor for unloading cars.

Photo by courtesy of Windsor Lumber Co.,
Ltd., Windsor, Ont.

Illustrating permanent installation of
Mathews Lumber Conveyor, between
mill and shipping and distributing
platform.

Photo by courtesy of Vancouver Cedar Mills,
Roche Point, B.C.



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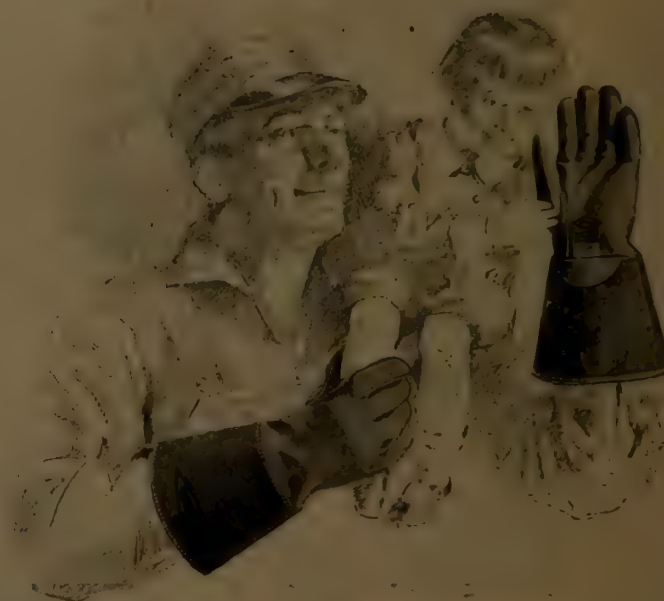
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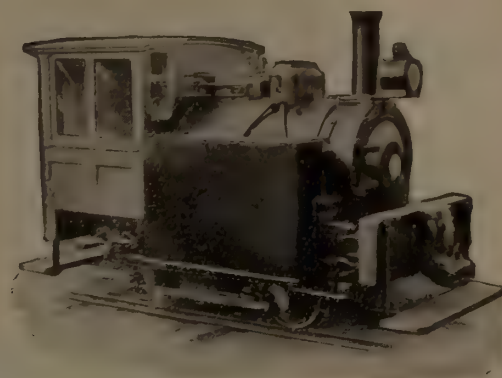
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In its editorial columns he finds useful ideas that help him in his business—helps and hints that smooth out many of the rough spots—plans the other fellow has tried and found successful.

The advertising pages are also a source of valuable information. Here he learns what the manufacturer has to offer—how those goods are made—the materials that enter into their manufacture—when salesmen are on the road—special opportunities, etc.

He keeps thoroughly posted on the market, because the trade paper is in close touch with the situation and gives him accurate knowledge of conditions—when and what to buy.

Read your trade paper thoroughly each issue and make a reference file of it. You will often have occasion to refer to it.

CURRENT LUMBER PRICES—WHOLESALE

TORONTO, ONT.

Prices in Carload Lots, F.O.B. cars Toronto.

White Pine:
 1 x 4/7 Good Strips\$59 00 \$62 00
 1 1/2 and 1 1/4 x 4/7 Good Strips... 63 00 66 00
 2 x 4/7 Good Strips 63 00 66 00
 1 x 8 and up Good Sides 75 00 77 00
 1 1/2 and 1 1/4 x 8 and wider Good Sides 88 00 90 00

2 x 8 and wider Good Sides 90 00 95 00
 1 in. No. 1, 2 and 3 Cuts 55 00 58 00
 5/4 and 6/4 No. 1, 2 and 3 Cuts 65 00 67 00
 2 in. No. 1, 2 and 3 Cuts 70 00 72 00
 1 x 4 and 5 Mill Run 47 00 49 00
 1 x 6 Mill Run 48 00 51 00
 1 x 7, 9 and 11 Mill Run 47 00 50 00
 1 x 8 Mill Run 50 00 52 00
 1 x 10 Mill Run 53 00 55 00
 1 x 12 Mill Run 54 00 57 00

5/4 and 6/4 x 4 Mill Run 48 00 50 00
 5/4 and 6/4 x 5 Mill Run 48 00 50 00
 2 x 4 Mill Run 48 00 50 00
 2 x 6 Mill Run 48 00 50 00
 2 x 8 Mill Run 48 00 50 00
 2 x 10 Mill Run 52 00 54 00
 2 x 12 Mill Run 54 00 58 00
 1 in. Mill Run Shorts 40 00 41 00
 1 x 4 and up 6/16 No. 1 Mill Culls 40 00

Culls 44 00 46 00
 1 x 12 and up 6/16 No. 1 Mill Culls 44 00 46 00
 1 x 4 and up 6/16 No. 2 Mill Culls 31 00 32 00
 1 x 10 x 12 6/16 No. 2 Mill Culls 34 00 36 00
 1 x 4 and up 6/16 No. 3 Mill Culls 22 00

Red Pine:
 1 x 4 and 5 Mill Run 43 00 44 00
 1 x 6 Mill Run 42 00 44 00
 1 x 8 Mill Run 45 00 47 00
 1 x 10 Mill Run 48 00 50 00
 2 x 4 Mill Run 42 00 43 00
 2 x 6 Mill Run 43 00 44 00
 2 x 8 Mill Run 44 00 45 00
 1 in. Clear and Clear Face 53 00 54 00
 2 in. Clear and Clear Face 53 00 54 00

Spruce:
 1 x 4 Mill Run 41 00 43 00
 1 x 6 Mill Run 43 00 45 00
 1 x 8 Mill Run 43 00 45 00
 1 x 10 Mill Run 45 00 47 00
 1/12 Mill Run Spruce 45 00 47 00
 Mill Culls 34 00 36 00

Hemlock, No. 1, in carload lots, f.o.b. Toronto
 1 x 4 and 5 in. x 9 to 16 ft. 33 00 34 00
 1 x 6 in. x 9 to 16 ft. 38 00 40 00
 1 x 8 in. x 9 to 16 ft. 39 00 40 00
 1 x 10 and 12 in. x 9 to 16 ft. 40 00 41 00
 1 x 7, 9 and 11 in. x 9 to 16 ft. 37 00 39 00
 2 x 4 to 12, 10 and 16 ft. 38 00 39 00
 2 x 4 to 12 in., 12 and 14 ft. 37 00 38 00
 2 x 4 to 12 in., 18 ft. 39 00 40 00
 2 x 4 to 12 in., 20 ft. 40 00 41 00
 1 in. No. 2, 6 ft. to 16 ft. 31 00 33 00
 2-in. No. 2, 4-in. and up in width, 6 to 16 ft. 31 00 33 00

Douglas Fir, delivered in Toronto:
 Dimension Timber up to 32 feet:
 6x6 and 8, 10x10 and 12, 12x12 \$50 00
 6x10, 8x10, 10x14, 12x14, 14x14 51 00
 6x12, 8x12 52 00
 14x16, 16x16 52 50
 6x14, 8x14, 10x16, 12x16 54 00
 14x18 54 50
 8x16, 10x18, 12x18 55 00
 18x18, 20x20 55 50
 12x20, 24x24 56 00

Timber in lengths over 32 feet subject to negotiation.
 Fir flooring, 1 x 3, edge grain.. 64 00
 Fir flooring, 1 x 4, edge grain.. 64 00
 Fir flooring, 1 x 4, flat grain.. 49 00
 No. 1 and 2, 1-in. clear Fir rough 54 50 62 50

(Depending upon widths).
 No. 1 and 2, 1 1/4 and 1 1/2 in., clear Fir rough 64 00 68 00
 No. 1 and 2, 2-in. clear Fir rough 54 00 64 00
 1 x 5 and 1 x 6 Fir casing 66 00
 1 x 8 and 1 x 10 Fir base 68 00
 1 x 8 and 1 x 10 x 12 E. G. stepping 74 00
 1 1/2 and 1 1/4 x 8 x 10 x 12 F. G. stepping 68 00
 1-in. clear Fir, d 4 sides 62 00
 1 1/2 x 1 1/2 in. clear Fir, d 4 sides. 55 50 63 50
 XXX B. C. cedar shingles 4 30
 XXXX 6 butts to 2 in. 5 65
 XXXXX 5 butts to 2 in. 6 45

TORONTO HARDWOOD PRICES

The prices given below are for carloads, f.o.b. Toronto, from wholesalers to retailers, and are based on a good percentage of long lengths and good widths, without any wide stock having been sorted out. War tax of seven and half per cent. on imported woods, payable by purchasers.

Ash, white, dry weight 8800 lbs. per M. ft.
 1s & 2s No. 1 No. 2 No. 3
 4/4 \$80.00 \$60.00 \$40.00 \$30.00
 5/4 & 6/4 85.00 63.00 45.00 35.00
 8/4 95.00 75.00 45.00
 10/4 & 12/4 110.00 110.00 60.00
 16/4 125.00 115.00 65.00

Ash, Brown
 4/4 70.00 50.00 35.00 33.00
 6/4 75.00 60.00 55.00 45.00
 8/4 78.00 65.00 60.00 45.00

Birch, dry weight 4000 lbs. per M. ft.
 1s & 2s No. 1 No. 2
 4/4 70 72 52 54 38 42
 5/4 and 6/4 72 74 55 58 45 48
 8/4 74 76 56 59 46 49
 10/4 and 12/4 85 90 70 75 55 58
 16/4 95 100 80 85 55 60

Basswood, dry weight 2500 lbs. per M. ft.
 1s & 2s No. 1 No. 2 No. 3
 4/4 \$72.00 \$55.00 \$44.00 \$38.00
 5/4 & 6/4 75.00 60.00 50.00 40.00
 8/4 78.00 63.00 50.00 42.00

Chestnut, dry weight 2800 lbs. per M. ft.
 1s & 2s No. 1 No. 2 No. 3
 4/4 \$70.00 \$50.00 \$45.00
 5/4 & 6/4 75.00 54.00 48.00
 8/4 78.00 55.00 48.00

Elm, soft, dry weight 3100 lbs. per M. ft.
 1s & 2s No. 1 No. 2 No. 3
 4/4 \$58.00 \$45.00 \$35.00 \$28.00
 5/4 & 6/4 63.00 50.00 40.00 33.00
 12/4 70.00 60.00 45.00 37.00

Gum, red, dry weight 3300 lbs. per M. ft.
 1s & 2s No. 1 Com.
 4/4 64.00 \$52.00
 5/4 & 6/4 64.00 54.00
 8/4 65.00 55.00

Gum, Sap
 1s & 2s No. 1 Com.
 4/4 \$50.00 \$45.00
 5/4 & 6/4 54.00 47.00
 8/4 55.00 47.00

Hickory, dry weight, 4500 lbs. per M. ft.
 1s & 2s No. 1 No. 2 No. 3
 4/4 \$75.00 \$45.00 \$30.00
 6/4 100.00 75.00 50.00
 8/4 90.00 60.00 35.00

Maple, hard, dry weight 3900 lbs. per M. ft.
 1s & 2s No. 1 No. 2 No. 3
 4/4 \$65.00 \$50.00 \$40.00 \$30.00
 5/4 & 6/4 70.00 55.00 40.00 30.00
 8/4 74.00 58.00 45.00 32.00
 12/4 90.00 70.00 50.00
 16/4 100.00 90.00 60.00

Soft Maple
 The quantity of soft maple produced in Ontario is small and it is generally sold on a log run basis, the locality governing the prices.

Mill run grade, No. 3 and better \$38.00
 No. 2 and better 47.00

White and Red Oak, plain sawed, dry weight 4000 lbs. per M. ft.

1s & 2s No. 1 Com.
 4/4 \$85.00 \$65.00
 5/4 & 6/4 87.00 67.00
 8/4 90.00 67.00
 10/4 95.00 70.00
 12/4 100.00 80.00
 16/4 110.00 90.00

White Oak, quarter cut, dry weight 4000 lbs. per M. ft.

1s & 2s No. 1 Com.
 4/4 \$125.00 \$90.00
 5/4 and 6/4 130.00 100.00
 8/4 135.00 100.00

Red Oak, quarter cut.
 1s & 2s No. 1 Com.
 4/4 \$95.00 \$65.00
 5/4 & 6/4 110.00 80.00
 8/4 115.00 85.00

OTTAWA, ONT.

Manufacturers' Prices

Pine good sidings:
 1-in. x 7 in. and up 75 00
 1 1/2-in. and 1 1/4-in., 8-in. & up 90 00
 2-in. x 7-in. and up 95 00
 No. 2 cuts 2 x 8-in. and up.. 65 00

Pine good strips:
 1-in. 60 00
 1 1/2-in. and 1 1/4-in. 68 00
 2-in. 75 00

Pine good shorts:
 1-in. x 7-in. and up 58 00 60 00
 1-in. x 4-in. to 6-in. 52 00
 1 1/2-in. and 1 1/4-in. 62 00
 2-in. 65 00
 7-in. to 9-in. A sidings 45 00

Pine, No. 1 dressing sidings 53 00 55 00
 Pine, No. 1 dressing strips 48 00 50 00
 Pine, No. 1 dressing shorts 45 00 47 00
 Pine, 1-in. x 4-in. s.c. strips 44 00 45 00
 Pine, 1-in. x 5-in. s.c. strips 47 00
 Pine, 1-in. x 6-in. s.c. strips 47 00
 Pine, 1-in. x 7-in. s.c. strips 49 00
 Pine, 1 x 8-in. s.c., 12 to 16 ft. 48 00 50 00
 Pine, 1-in. x 10-in. M.R. 51 00 52 00
 Pine, s.c. sidings, 1 1/2 and 2-in. 48 00 50 00
 Pine, s.c. strips 1-in. 45 00 47 00
 1 1/2, 1 1/4 and 2-in. 45 00 47 00
 Pine, s.c. shorts, 1 x 4 to 6 in. 42 00
 Pine, s.c. and bet., shorts, 1 x 5 40 00
 Pine, s.c. and bet., shorts, 1 x 6 46 00 47 00
 Pine, s.c. shorts, 6'-11', 1"x10" 48 00

Pine box boards:
 1"x4" and up, 6'-11' 38 00
 1"x3, 12'-16' 42 00

Pine, mill culls, strips and sidings, 1-in. x 4-in. and up, 12-ft. and up 40 00

Mill cull shorts, 1-in. x 4-in. and up, 6-ft. to 11-ft. 38 00

O. culls r & w p 26 00

Red Pine, log run:
 mill culls out, 1-in. 36 00 40 00
 mill culls out, 1 1/2-in. 36 00 40 00
 mill culls out, 1 1/4-in. 38 00 42 00
 mill culls out, 2-in. 40 00 42 00
 mill culls, white pine, 1"x7" and up 40 00

Mill run Spruce:
 1"x4 and up, 6'-11' 38 00
 1"x4" and up, 12'-16' 40 00

1"x9"-10" and up, 12'-16' 45 00
 1 1/2"x7" 8-9" and up, 12'-16' 45 00
 1 1/2 x 10 and up, 12'-16' 48 00
 1 1/2 x 12 and up, 12'-16' 48 00

Spruce, 1-in. clear (fine dressing and B) 46 00
 Hemlock, 1-in. cull 25 00 27 00
 Hemlock, 1-in. log run 30 00 35 00
 Hemlock, 2x4, 6, 8, 10, 12/16' 30 00 35 00
 Tamarac 24 00 26 00
 Basswood, log run, dead culls out 46 00 48 00
 Basswood, log run, mill culls out 45 00 50 00
 Birch, log run 48 00 50 00

Soft Elm, common and better, 1, 1 1/2, 2-in. 25 00 30 00
 Ash, black, log run 32 00 40 00
 1 x 10 No. 1 barn 52 00
 1 x 10 No. 2 barn 46 00
 1 x 8 and 9 No. 2 barn 42 00

Lath per M:
 No. 1 white pine, 1 1/2-in. x 4 ft. 6 00
 No. 2 white pine 5 50
 Mill run white pine 5 25
 Spruce, mill run 1 1/2-in. 4 00
 Red pine, mill run 4 25
 Hemlock, mill run 4 00
 32-in. lath 2 00 2 25
 White Cedar Shingles:
 xxxxx, 18-in. 5 75
 Clear butt, 18-in. 5 25
 18-in. xx 4 00
 Spruce logs (pulp) 13 00 15 00

QUEBEC, QUE.

Cts.

White Pine
 First class Ottawa waney, 18-in. average, according to lineal. 80 90
 19 in. and up average 90 100 00

Spruce Deals
 3 in. unsorted Quebec, 4 in. to 6 in. thick \$34 00 \$37 00
 3 in. unsorted, Quebec, 7 in. to 8 in. thick 38 00 40 00
 3 in. unsorted Quebec, 9 in. thick 40 00 45 00

Oak
 According to average and quality 55 ft. cube 90 1 00

Elm
 According to average and quality, 40 to 45 feet, cube 95 1 05
 According to average and quality, 30 to 35 feet 75 85

Birch Planks
 1 to 4 in. thick, per M. ft. 40 00 45 00

SARNIA, ONT.

Fine, Common and Better
 1 x 6 and 8 in. \$80 00
 1 in., 8 in. and up wide 90 00
 1 1/2 and 1 1/4 in. and up wide 100 00
 2 in. and up wide 105 00

Cuts and Better
 4/4 x 8 and up No. 1 and better 75 00
 6/4 x 8 and up No. 1 and better 85 00
 8/4 x 8 and up No. 1 and better 87 00

No. 1 Cuts
 1 in., 8 in. and up wide 63 00
 1 1/2 in., 8 in. and up wide 72 00
 1 1/4 in., 8 in. and up wide 73 00
 2 in., 8 in. and up wide 76 00
 2 1/2 and 3, 8 in. and up wide 100 00
 4 in., 8 in. and up wide 105 00

No. 1 Barn
 1 in., 10 to 16 ft. long \$53 00 \$63 00
 1 1/2, 1 1/4 and 2 in., 10/16 ft. 58 00 64 00
 2 1/2 to 3 in., 10/16 ft. 73 00

No. 2 Barn
 1 in., 10 to 16 ft. long 50 00 56 00
 1 1/2, 1 1/4 and 2 in., 10/16 ft. 51 00 56 00
 2 1/2 in. to 3 in. 66 00

No. 3 Barn
 1 in., 10 to 16 ft. long 46 00 51 00
 1 1/2, 1 1/4 and 2 in., 10/16 ft. 47 00 51 00

Box
 1 in., 1 1/4 in. & 1 1/2 in., 10/16 ft. 42 00 44 00

Mill Run Culls
 1 in., 4 in. and up wide, 6/16 ft. \$37 00
 1 1/2, 1 1/4 and 2 in. 37 00

Lath
 No. 1 48 in. White Pine 5 60
 No. 2 48 in. White Pine 5 10
 No. 3 48 in. White Pine 4 60
 32 in. Pine 2 10
 48 in. Hemlock 4 60
 32 in. Hemlock 2 00

ST. JOHN, N.B.

Spruce
 Wholesale to the Retailer

Random Lengths 10 to 35 feet.
 2 x 3 D 1 edge and 3 x 3 D 1 edge... \$38 50
 2 x 4 D 1 edge and 3 x 4 D 1 edge... 39 00
 2 x 5 Rgh. and 3 x 5 38 00
 2 x 6 Rgh. and 3 x 6 38 00
 2 x 7 Rgh. and 3 x 7 40 00
 2 x 8 Rgh. and 3 x 8 40 00
 2 x 9 Rgh. and 3 x 9 47 00
 2 x 10 Rgh. and 3 x 10 47 00
 2 x 12 Rgh. and 3 x 12 47 00

Timber at corresponding prices:
 Merch. Spruce Bds., Rgh., Ran. lengths 1 x 3-4-5-6 38 00

Refuse boards, plank deals 28 00
 Laths \$3 25
 Shingles, Extra Cedar 5 50
 Clears 5 25
 2nd do 4 75
 Ex. No. 1 3 25
 Spruce 4 00

Pine Lumber

1" Planer Pine Bds., Large \$70 00
 1" Planer Pine Bds., small 60 00
 Smooth Shipper Pine Boards 60 00
 West India Shipper Pine Boards 52 50
 1 1/2 and 2 in. Planer Pine 70 00
 1 1/2 and 2 in. Shipper Plank 65 00
 Small Shipper Pine Bds. 45 00
 Poor 4th Pine Bds. 40 00

WINNIPEG, MANITOBA

No. 1 Spruce

Dimension	S.I.S. 8 ft.	S.I.S. 8 ft.	10 ft.
2 x 4	\$26.50	\$29.50	\$32.00
2 x 6	28.50	30.50	33.00
2 x 8	28.50	30.50	33.00
2 x 10	29.50	31.50	34.00
2 x 12	31.50	32.50	35.00
2 x 4	31.00	31.00	32.00
2 x 6	31.00	31.00	31.00
2 x 8	31.00	31.00	32.00
2 x 10	32.00	32.00	32.00
2 x 12	33.00	33.00	33.00

For 2 inches, rough, add 50 cents.
 For SIE only add 50 cents.
 For S1S and 2E, S4S or D&M, add \$3.00.
 For timbers larger than 8 x 8, add 50c. for each additional 2 inches each way.
 For lengths longer than 20 ft., add \$1.00 for each additional two feet.
 For selected common, add \$5.00.
 For No. 2 Dimension, \$3.00 less than No. 1.
 For 1 x 2 and 2 x 2, \$2 more than 2 x 4 No. 1.
 For Tamarac add \$3.00.

FIR, HEMLOCK, SPRUCE AND LARCH

Mount-in Stock

No. 1 Dimension and Timbers
 2 x 4, 2 x 6, 2 x 8, 8 ft., S1S1E \$30 00
 2 x 4, 2 x 6, 2 x 8, 10 ft., S1S1E 32 00
 2 x 4, 2 x 6, 2 x 8, 12/16, S1S1E 31 00
 2 x 4, 2 x 6, 2 x 8, 18/22, S1S1E 33 00
 2 x 4, 2 x 6, 2 x 8, 24/32, S1S1E 35 00
 2 x 10, 8 ft., S1S1E 31 00
 2 x 10, 10 ft., S1S1E 33 00
 2 x 10, 12/16, S1S1E 32 00
 2 x 10, 18/22, S1S1E 34 00
 2 x 10, 24/32, S1S1E 36 00
 2 x 12, 8 ft., S1S1E 31 50

BRITISH COLUMBIA COAST FIR.

Dimension S1S and E.
 2 x 4 in., 6 and 8 ft. 29 50
 2 x 4 in., 12 and 14 ft. 30 50
 2 x 4 in., 10 and 16 ft. 31 50
 2 x 4 in., 18 and 20 ft. 32 50
 2 x 4 in., 22 to 32 ft. 34 50
 2 x 10 in., 12 and 14 ft. 31 75
 2 x 10 in., 16 ft. 32 75
 2 x 10 in., 18 and 20 ft. 33 75
 2 x 10 in., 22 to 32 ft. 35 75
 2 x 14 in., 8 to 14 ft. 37 75
 2 x 14 in., 16 ft. 38 75
 2 x 14 in., 18 and 20 ft. 39 75
 2 x 14 in., 22 to 32 ft. 41 75
 3 x 3 and 3 x 4 in., 8 to 14 ft. 37 75
 3 x 3 and 3 x 4 in., 16 ft. 38 7

Books For Sale

Special Prices

"A Manual for Northern Woodsmen," by Austin Cary. Published in 1918 by The Harvard University Press, Cambridge, Mass. 302 pages and illustrations. Price \$2.75.

Baughman's "Buyer & Seller." The handiest labor-saving book for lumbermen ever devised. Desk size, 300 pages, \$2.50. Pocket edition, 188 pages, \$1.25.

"Baughman's Cost Tables" for figuring cost of any article by the foot, piece, pound or ton. 127 pages, 5 1/4 in. by 7 in. Price, flexible leather, \$1.50; flexible Morocco, \$2.50.

Chapin's Lumber Reckoner, valuable in the saving of time, labor and errors. Size 4 in. x 7 in., 171 pages. Price, cloth binding, \$2.25, Morocco, \$3.25.

"Climax" tally book, bound in sheep, with hand straps. Size 4 1/4 x 8 1/2, 110 pages. Price \$1.00.

"Lumberman's and Logger's Guide," just published by the author, Bernard Breton, size, 6 in x 9 in., 136 pages, dealing with the merits and uses of Douglas Fir, California Redwood and the

leading Commercial Woods of the Pacific Coasts. Contains Log Tables and other useful information. Price \$1.00.

"The Kiln Drying of Lumber," a Practical and Theoretical Treatise, by Harry Donald Tiemann, M.E., M.F. Just published by J. B. Lippincott Co. 310 pages, illustrated. Price \$4.

Seasoning of Wood; A Treatise of the Natural and Artificial Processes Employed in the Preparation of Lumber for Manufacture, with Detailed Explanations of its Uses, Characteristics and Properties, by Joseph Wagner. Published by D. Van Nostrand Co., in 1917. 274 pages, illustrated. Price \$3.00.

The Preservation of Structural Timber, by Howard F. Weiss. Published in 1915 by McGraw-Hill Book Company, 312 pages, illustrated. Price \$3.

Utilization of Wood-Waste (Second Revised Edition), by Ernst Hubbard. Published in 1915 by Scott, Greenwood & Sons. 192 pages, illustrated. Price \$1.50.

Vest Pocket Ready Reckoner for Lumbermen. 11th edition. Published by the American Lumberman. Price 35 cents.

CANADA LUMBERMAN

347 Adelaide Street West

TORONTO

Pendry Balanced Throttle Valve

for operation of locomotive cranes, log loaders, skidders, and all hoisting engines.

Gives operator perfect control of his engine, so essential in loading logs and heavy timbers.



Just the Thing for

Logging Operators

The Pendry Balanced Throttle Valve is essentially a quick opening valve, perfectly balanced, but it can be opened as slowly and gradually as a screw stem valve and will remain open at any point to which it is set.

Furnished with brass body in sizes from 3/4 inch to 2 1/2 inch and with iron body in sizes from 2 to 5 inches, inclusive.

Prices on Application

Formerly manufactured by the Detroit Lubricator Company, Detroit, Michigan

Now manufactured by the

Bay City Foundry & Machine Co.

26th and Water Sts.

BAY CITY MICH.

A Boon to Lumbermen

Payette's Famous Patent Mill Dogs

650 Sets already sold

Fig. 1



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- (1) They will dog with perfect ease and safety in any class of timber.
- (2) Will dog just as easily, frozen maple or hardwoods of any description.
- (3) Will dog the last board, just as easily as they dogged the first one.
- (4) They do not tear the board or stock.
- (5) Many other reasons, too numerous to mention here.

Write us for full particulars and booklet on same.

We also manufacture the following High-Grade Saw-Mill Machinery:—New Modern Saw-Mill Carriages, with either three or two head blocks; P. Payette's New Patent Saw-Mill Dog, for use in either winter or summer. P. Payette's Grip-Set Works; Steam Feed Valves, Steam Lifter and Loaders, Valves. Five different classes and styles of Edgers, for either light or heavy duty. Combined Gang-Circulars and Edgers, or Independent Gang Circulars.

Steam-Canters, Steam Lifters and Loaders, and a general line of saw-mill machinery. Detachable Chain-Sprockets, Castings of Gray-Iron, Semi-Cast Steel, and brass castings for general use.

Descriptive Booklet and prices mailed free upon request.

P. Payette & Company

Engineers and Machinists

Penetanguishene, Ontario

J. T. PAYETTE, Proprietor

CURRENT LUMBER PRICES—Continued

RED BIRCH				
4/4	60 - 62	40 - 42	24 - 26	
5/4 to 8/4	62 - 64	42 - 44	26 - 28	
SAP BIRCH				
4/4	53 - 55	32 - 34	20 - 22	
5/4 and up	55 - 57	34 - 36	22 - 24	
SOFT ELM				
4/4	45 - 47	30 - 32	22 - 24	
5, 6 & 8/4	47 - 49	32 - 34	22 - 24	
BASSWOOD				
4/4	49 - 51	39 - 41	27 - 29	
Thicker	51 - 53	41 - 43	28 - 29	
PLAIN OAK				
4/4	60 - 62	36 - 38	24 - 26	
5/4 to 8/4	62 - 64	40 - 42	26 - 28	
ASH, WHITE AND BROWN				
4/4	60 - 62	35 - 36	25 - 27	
5/4 to 8/4	70 - 72	40 - 42	26 - 28	
10/4 and up	80 - 93	47 - 55	29 - 31	

BOSTON, MASS.

Quotations given below are for highest grades of Michigan and Canadian white pine and Eastern Canadian Spruce as required in the New England market in carloads.

White pine uppers, s 1 to 2 in.	134 00
White pine uppers, 2½ and 3 in.	149 00
White pine uppers, 4 in.	160 00
Selects, 1 to 2 in.	125 00
Selects, 2½ and 3 in.	140 00
Selects, 4 in.	155 00
Fine common, 1 in., 30 per cent.	
12 in. and up	90 00
Fine common, 1 x 8 to 11 in.	87 00
Fine Common, 1½ to 2 in.	102 00 105 00
Fine Common, 2½ and 3 in.	125 00 130 00
Fine Common, 4 in.	145 00
1 in. shaky clear	72 00
1½ to 2 in. shaky clear	75 00
1 in. No. 2 dressing	64 00
1½ to 2 in. No. 2 dressing	68 00
No. 1 Cuts, 1 in.	77 00
No. 1 Cuts, 1½ to 2 in.	87 00 90 00
No. 1 Cuts, 2½ and 3 in.	105 00
No. 2 Cuts, 1 in.	65 00
No. 2 Cuts, 1½ to 2 in.	72 00 73 00

Barn Boards, No. 1, 1 x 12	70 00	2 x 3, 2 x 4, 2 x 5, 2 x 6, 2 x 7	38 00 40 00
No. 1, 1 x 10	63 00	3 x 4 and 4 x 4 in.	40 00
No. 1, 1 x 8	62 00	2 x 8 in.	43 00
No. 2, 1 x 12	65 00	All other random lengths, 7-in.	
No. 2, 1 x 10	61 00	and under, 8 ft. and up	38 00
No. 2, 1 x 8	58 00	5-inch and up merchantable	
No. 3, 1 x 12	57 00	boards, 8 ft. and up, p 1s	42 00
No. 3, 1 x 10	56 00	1 x 2	40 00
No. 3, 1 x 8	55 00	1 x 3	40 00
Can. spruce, clear, 1 x 4 to 9 in.	46 50 48 50	1-½ in. spruce lath	5 00
1 x 10 in.	50 50	1-½ in. spruce lath	4 75
No. 1 1 x 4 to 7 in.	53 50	New Brunswick Cedar Shingles	
No. 1 1 x 8 & 9 in.	54 50	Extras	5 50
No. 1 1 x 10 in.	55 50	Clears	4 50
No. 2 1 x 4 & 5 in.	36 50	Second Clears	4 00
No. 2 1 x 6 & 7 in.	43 50	Clear Whites	4 25
No. 2 1 x 8 & 9 in.	43 50 44 50	Extra 1s (Clear whites in)	2 25
No. 2 1 x 10 in.	46 50	Extra 1s (Clear whites out)	1 90
No. 2 1 x 12 in.	50 50	Red Cedar Extras, 10-in. 5 butts	
Spruce, 12 in. dimension	48 00	to 2-in.	5 15
Spruce, 10 in. dimension	47 00	Red Cedar Burekas, 18-inch 5	
Spruce, 9 in. dimension	46 00	butts to 2-in.	5 75
Spruce, 8 in. dimension	45 00	Red Cedar Perfections, 8 butts	
2 x 10 in. random lengths,		to 2½	6 00
8 ft. and up	45 00 46 00	Washington 16-in. 5 butts to 2-	
2 x 12 in., random lengths	47 00 49 00	in. extra red cedar	4 90

BOX MAKING MACHINERY

We
Manufacture

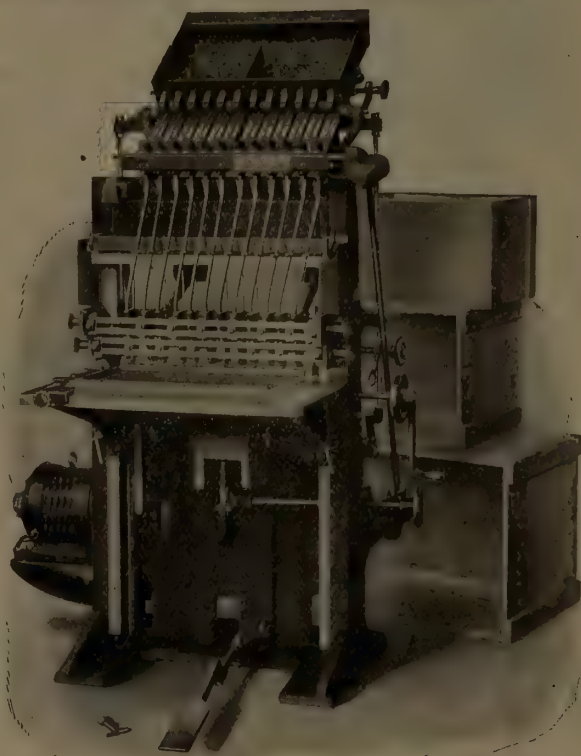
Nailing
Machines,

Shook Spli-
cers for
Driving
Corrugated
Fasteners,

Lock Cor-
ner Box
Machines,

Box Board
Matchers,

Box Board
Printers.



No. 12-30' Open Back Cleater, Framing and Bottomer
Motor Direct Connected.

Every manufacturer of boxes; every manufacturer who has nails to drive in any article, or packages of any kind to manufacture, should write the Morgan Machine Company for latest developments in machinery for the Box Industry.

Morgan Machine Company
ROCHESTER, N. Y.

Eighteen Replies

were received recently to a small advertisement in the Quick Action Section of the "Canada Lumberman and Wood-Worker." At a trifling outlay this advertiser got in touch with eighteen interested parties.

Are you making use of the

QUICK ACTION
SECTION ?

Whether a mill, a piece of machinery, an odd lot of lumber, a timber limit, an employer or employee, this department usually gets the right parties, and will get them for you at a minimum cost.

We will gladly give you full particulars if you will write us your requirements.

CANADA LUMBERMAN

347 Adelaide St. West

TORONTO

New **RAILS** Relaying
12 to 80 pounds per yard.

LOGGING CARS

Jno. J. Gartshore

58 Front St. West, Toronto



**Excelsior
Cutting Machinery**

Manufactured By

**The Elmira Machinery
and Transmission Co.**

Elmira, Ont.

Write for Circular and Prices

Many Fires in Lumber Mills have been caused by Hot Boxes

This risk can be eliminated by the use of
Chapman Double Ball Bearings

—IN—

**Shafting, Hangers, Pillow Blocks
Loose Pulleys, etc.**



Chapman Double Ball Bearings

decrease the friction loss 75% and do not generate heat.

No oil is used, a little Tranco Grease once or twice a year is the only lubricant required, consequently dust does not adhere to the outside of the bearing.

There is no spoilage from oil drip, and cleanliness may be easily maintained.

If you realized what these savings mean you will agree that

**You *pay* for Chapman bearings
whether you *buy* them or not**

**Chapman Double Ball Bearing
Co., Ltd.**

347 Sorauren Avenue - Toronto, Ont.
705 Shaughnessy Bldg. - Montreal, Que.

Transmission Ball Bearing Co., Inc.
1050 Military Road, Buffalo, N.Y.



LINK-BELT MEANS FREEDOM FROM BREAKDOWNS



"H" Class Saw Mill Pintle Link-Belt



"H" Class Refuse Link-Belt



Transfer Link-Belt

LINK-BELT



"C" Class Link-Belt

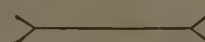


"700" Class Link-Belt



Ewart Detachable Link-Belt

Look for this
Mark on Every Link



It is your guarantee
of service and satisfaction.

Breakdowns are expensive. They mean expenditures for repairs and loss of time, labor, and output. The success and profit of each day's operation depends very largely on the strength and endurance of the power transmitting and material-conveying chain employed in your mill.

has long been the recognized standard form of conveying and power transmitting equipment throughout the lumber industry. Its ability to successfully withstand undue strains and the wear and tear of years of service has earned for it the undisputable claim on leadership.

We show a few of the various types of saw mill Link-Belt. Our Book No. 260 shows many more.

Send for a copy.

CANADIAN LINK-BELT CO. LTD.

WELLINGTON & PETER STS., TORONTO
Stock also carried at 1195 St. James Street, Montreal

ALPHABETICAL INDEX TO ADVERTISERS

Alberta Lumber Company	9	Department of Lands, Forests and Mines, Ontario	70	Hillas & Company, W. N.	53	Pink Company, Thos.	80
Algoma Steel Corporation	66	Disston & Sons, Henry	65	Hocken Lumber Co.	21	Plessisville Foundry Co.	77
Allen-Stoltze Lumber Co.	19	Dominion Lumber & Timber Co.	22	Hoe & Company, R.		Powell-Myers Lumber Co.	22
American Pad & Textile Co.	58	Dudley, A. N.	20	Huther Bros. Saw Mfg. Co., Inc.	25	Pratt & Whitney	75
American Woodworking Machinery Company	2	Dunfield & Company	8	International Chemical Co.		Pyrene Mfg. Co.	
Anderson & Co., C. G.	12	Dunbar Engine and Foundry Co.	70	International Land & Lumber Co.	19	Rankin-Benedict Co.	
Atkins & Co., E. C.	68	Dunlop Tire & Rubber Goods Co.		Jeffrey Manufacturing Company.		Rat Portage Lumber Company.	22
Atlantic Lumber Co.	10	Duplex Truck Company		Johnston, A. H.		Reed & Co., Geo. W.	18
Atlas Asbestos Company	1	Dupuis Company, J. P.	12	Jost, P. M.	12	Renfrew Planing Mills	
Austin & Nicholson	10	Eagle Lumber Company	54	Keewatin Lumber Company	14	River Ouelle Pulp and Lumber Company	20
Bainbridge Lumber Co.		Eaton & Co., J. R.	9	Knox Brothers	3	Russell, Chas. H.	55
Bartram & Ball	3	Edwards & Co., W. C.		Laidlaw Bale-Tie Company	47	Rutherford & Sons, Wm.	4
Bay City Foundry & Machine Co.	61	Eisendrath Glove Co.	58	Lake Lumber Company	17	Service Lumber Co.	19
Bell Locomotive Works	59	Elk Fire Brick Co.	58	Lamontagne Limited		Sessenwein Brothers	
Beirleim Lumber Co.	18	Elmira Machinery and Transmission Company	62	Leckie, Ltd., John	1	Sewall, James W.	47
Bell Veterinary Wonder Co., Dr.	47	Engineering & Machine Works of Canada, Ltd.	80	Long-Bell Lumber Company		Shafer Hardwood Co., John I.	25
Beveridge Paper Co.	59	Excelsior Lumber Company		Long Lumber Company	9	Shannon Lumber Co., R. P.	15
Bond Engineering Works		Farnsworth & Jardine	12	Long Manufacturing Co., E.	78	Shearer Company, James	
Bourgouin, H.	55	Fassett Lumber Company, Ltd.	6	MacLean Daily Reports	47	Shimer Cutter Head Company.	
Bowater & Sons, W. V.		Federal Lumber Co.	25	Main Belting Co.		Shingle Agency of B. C.	18
Bradley, R. R.	47	Fesserton Timber Company		Marsh Engineering Works, Ltd.	64	Shurly-Dietrich, Limited	
Brantford Emery Wheel Co.		Firstbrook Brothers	13	Mason, Gordon & Co.	16	Simonds Canada Saw Co., Ltd.	26
Brantford Roofing Co.	69	Foss Lumber Company	15	Mason Regulator Company		Smart-Turner Mach. Co., Ltd.	1
British American Mills and Timber Company		Fraser Companies, Ltd.	17	McElroy Lumber Co.	18	Smith, N.	47
British War Mission	53	Fraser Bryson Lumber Co., Ltd.	9	McKinnon Columbus Chain Co.		Spencer Limited, C. A.	54
Brown & Co., Geo. C.	21	Garlock-Walker Machinery Co.	2	McLaren Belting Company, J. C.	80	Stratford Oakum Co., Geo.	14
Buffalo Hardwood Lumber Dealers	24	Garson, Frank O.	15	McLaren, Limited, D. K.		Stearns & Culver Lumber Co.	20
Canadian Western Lumber Co.		Gates, John W.	71	McLennan Lumber Co., Ltd.	55	Summers, James R.	12
Carborundum Co.		Gerlach Company, Peter	58	Miller Company, W. H.	22	Syracuse Smelting Works	
Canadian Consolidated Rubber Company		Gartshore, John J.	62	Montreal Locomotive Works	75	Taylor, S. K.	15
Campbell MacLaurin Lumber Co.	54	General Supply Company	77	Montreal Lumber Company	12	Terry & Gordon	6
Canada Metal Company	74	Gillespie, James	12	Morgan Machine Mfg. Co.	62	Thurston-Flavelle Lumber Co.	15
Canadian General Lumber Co.	13	Gillies Brothers, Ltd.	16	Moore, Jr., E. J.	22	Timber Importers Limited	4
Canadian Link-Belt Company	63	Gloucester Lumber & Trading Co.		Muir & Kirkpatrick	16	Timberland Lumber Company.	19
Canadian Mathews-Gravity Carrier Company	57	Genoa Bay Lumber Co.		Musgrave & Company		Timms, Phillips & Co.	23
Canadian Milk Products		Godfrey, L. N.	57	National Steel Car Co.	76	Toronto Blower Company	55
Canadian National Railway		Goodhue & Co., J. L.	65	New Ontario Colonization Co.	25	Turner & Sons, J. J.	75
Canadian Tie & Lumber Co.	9	Goodyear Tire & Rubber Co.		Oliver Lumber Company		Union Lumber Company	7
Canadian Warren Axe & Tool Co.	1	Gordon & Co., George	5	Ontario Wind Engine & Pump Company	1	Union Stock Yards	47
Cane, Jas. G.	14	Grant, Holden & Graham		Pacific Lumber Company	20	Vancouver Lumber Company	5
Cant & Kemp	12	Graton & Knight Mfg. Co.	71	Parry Sound Lumber Co., Ltd.	25	Victoria Harbor Lumber Co.	14
Cardinal & Page	12	Green Company, G. Walter	66	Payette Company, P.	61	Victoria Lumber and Mfg. Co.	
Chapman Double Ball Bearing Co.	63	Grier & Sons, G. A.	11	Pedwell Hardwood Lumber Co.	14	Waterous Engine Works Company, Ltd.	79
Chicago Lumber & Coal Co.		Gutta Percha and Rubber Co.		Pennoyer Company, J. C.		Watson & Todd	14
Cleveland-Sarnia Saw Mills Co.	49	Hall & Brown Machinery Co.		Petrie, H. W.		Webster & Brother, Ltd., James	12
Climax Manufacturing Company.	75	Hamilton Company, William	73	Philadelphia Textile Machinery Company	75	West & Peachey	80
Clyde Cars Company		Hardy, E. D.	1			Wistar, Underhill & Nixon	22
Coltart & Company	12	Harris Tie and Timber Co.	14			Woods Manufacturing Co., Ltd.	51
Coolidge & Carlisle	47	Hart & McDonagh	10			Wright & Sons	4
Consumers Cordage Co.		Hay Knife Company, Peter	57			Wuichet, Louis	9
Davison Lumber Company	8	Heeney, Percy E.	22			Yates Machine Company, P. B.	67
Davies Company, William	26	Hettler Lumber Company, H. H.	54				

Does Labor Saving Machinery Pay ?

Last Fall a certain lumber concern in Ontario purchased a small 10 H.P. Double \$25, freight, total \$575. They operated this small Hoist by a belt from a Gasoline Drum Belt Driven Hoist from us for handling logs. This machine cost them \$550, plus Engine, the whole making a light, compact, portable outfit, easily moved from place to place.

They were able to work this outfit in the coldest weather, and found that it did the work of three or four teams

As it required only one man to operate the Hoist, it is easy to figure the daily saving

effected by the use of this machine. In other words, compare the wages and board of one man and the cost of a little gasoline with the wages and board of four drivers and the feed and upkeep of eight horses.

You will readily see that it would not take long to pay for the cost of the machinery from the savings effected in the cheaper handling of the logs.

Our Booklet "Suggestions for the Lumberman," tells a number of up-to-date methods of using this labor-saving machinery for moving logs. You may have a copy for the asking if you have not one already. Just drop us a card.

Loading and Skidding Machinery Does Pay

Marsh Engineering Works, Limited

Established
1846

Belleville, Ontario

Sales Agents: MUSSENS, LIMITED, MONTREAL, TORONTO, WINNIPEG AND VANCOUVER



When You Overhaul Your Mill

THERE are wet places in every saw and pulp mill where nothing but the highest class belting can "make good." It is for these wet places that we recommend what most mill-men swear by—our

"ACME WATERPROOF" BELT

This belt is especially made for a rough and trying service. It has less stretch than any other belt by 15 to 25 per cent.

When you are overhauling try a Goodhue "Acme Waterproof" belt. Other Goodhue belts are "Extra" and "Standard."

Prices and Particulars on Request.

J. L. Goodhue & Company, Limited

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Disston's four Invincibles



HENRY DISSTON & SONS
Incorporated

Keystone Saw, Tool, Steel and File Works
Philadelphia, U. S. A.

The Carriage You Are Looking For

Our No. 1 Size

CARRIAGE—Has three head blocks, as shown in cut, usually set 9 and 6 feet apart, will be placed any distance apart to suit purchaser. Knees open 38 in. from saw, and is fitted with Knight or Peel dogs, as desired. Taper movement on each knee. 1 15-16 in. steel set bar with steel pinions and coil spring receder, and friction lever brake for stopping knees where required. Timbers are 5 x 6 in., or heavier if desired, well bolted and braced. Diameter of truck wheel, 12 in. Axles $1\frac{3}{4}$ in. diameter, and extend clear across carriage, are furnished with self-oiling bearings. Front block is fitted with timber rule, placed as desired; 54 feet of V and flat track furnished with each carriage.

SET WORKS—As shown in cut, is made up of ratchet wheel 12 in. diameter, 4 in. face, with set lever carrying 7 steel pawls of varying lengths; also, same number of check pawls set in quadrant. Both sets of pawls are disengaged from either side of carriage when required to recede knees. This is a positive set, without lost motion.

FEED WORKS—As shown in cut, consists of 16 x 12 in. drum, with spur gear keyed to shaft. Pinion or friction shaft in saw frame engages with this gear. Cable takes two or three turns around drum, and is passed around end sheaves and attached to carriage. We also furnish 26 in. drum with internal gear in place of 16 in. drum when desired.



*For Shingle, Lath and Portable Saw Mill Machinery
write the well known manufacturers*

The G. Walter Green Co., Limited

PETERBOROUGH, ONT.

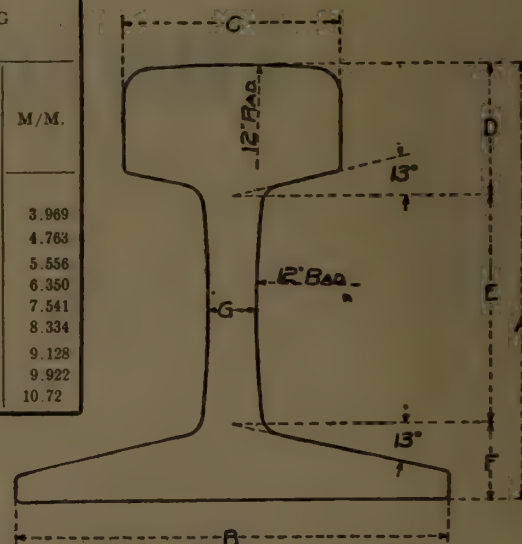
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Algoma LIGHT STEEL RAILS

For Mining and Lumbering Purposes

All Complete with Splice Bars

WEIGHT		A		B		C		D		E		F		G	
POUNDS PER YARD	KILOS PER METER	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.	INCHES	M/M.
8	3.97	1 $\frac{1}{8}$	39.69	1 $\frac{1}{8}$	39.69	1 $\frac{1}{8}$	20.64	1 $\frac{1}{8}$	11.91	1 $\frac{1}{8}$	20.64	$\frac{3}{8}$	7.144	$\frac{3}{8}$	3.969
12	5.95	2	50.80	2	50.80	1	25.40	$\frac{3}{8}$	14.29	1 $\frac{1}{8}$	27.78	1 $\frac{1}{8}$	8.731	$\frac{3}{8}$	4.763
16	7.94	2 $\frac{3}{8}$	60.33	2 $\frac{3}{8}$	60.33	1 $\frac{1}{4}$	29.77	1 $\frac{1}{4}$	16.27	1 $\frac{3}{8}$	34.53	$\frac{3}{8}$	9.525	$\frac{3}{8}$	5.556
20	9.92	2 $\frac{3}{8}$	66.68	2 $\frac{3}{8}$	66.68	1 $\frac{1}{4}$	34.13	1 $\frac{3}{8}$	18.26	1 $\frac{3}{8}$	37.31	$\frac{3}{8}$	11.11	$\frac{3}{8}$	6.350
25	12.40	2 $\frac{3}{8}$	69.85	2 $\frac{3}{8}$	69.85	1 $\frac{1}{2}$	38.10	1 $\frac{3}{8}$	19.84	1 $\frac{3}{8}$	37.70	$\frac{3}{8}$	12.30	1 $\frac{1}{4}$	7.541
30	14.88	3 $\frac{1}{8}$	79.38	3 $\frac{1}{8}$	79.38	1 $\frac{1}{2}$	42.86	$\frac{7}{8}$	22.23	1 $\frac{3}{8}$	43.66	1 $\frac{3}{8}$	13.49	1 $\frac{1}{4}$	8.334
35	17.36	3 $\frac{1}{8}$	84.14	3 $\frac{1}{8}$	84.14	1 $\frac{3}{4}$	44.45	1 $\frac{3}{8}$	24.21	1 $\frac{3}{8}$	45.24	1 $\frac{3}{8}$	14.68	1 $\frac{1}{4}$	9.128
40	19.84	3 $\frac{1}{2}$	88.90	3 $\frac{1}{2}$	88.90	1 $\frac{3}{4}$	47.63	1 $\frac{3}{8}$	25.80	1 $\frac{3}{8}$	47.23	$\frac{3}{8}$	15.88	1 $\frac{1}{4}$	9.922
45	22.32	3 $\frac{1}{2}$	93.66	3 $\frac{1}{2}$	93.66	2	50.80	1 $\frac{3}{8}$	26.99	1 $\frac{3}{8}$	50.01	1 $\frac{3}{8}$	16.67	1 $\frac{1}{4}$	10.72



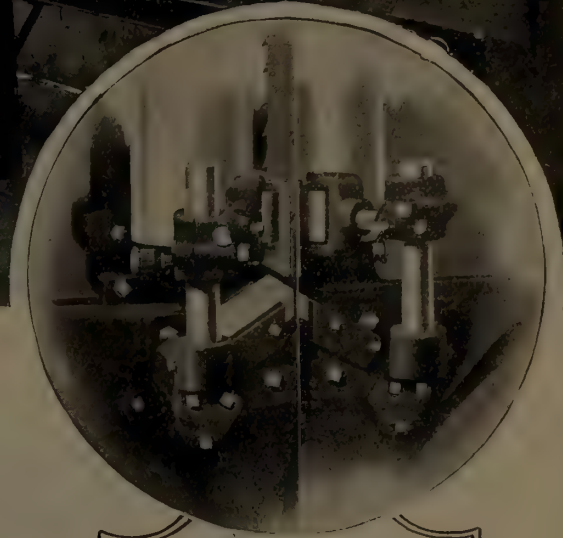
Algoma Steel Corporation

Limited

Sault Ste. Marie, Ontario



As installed in plant of
Philip Gruner & Bros. Lumber Co.,
St. Louis, Mo.



Special Lumber
Guide for resawing
thin stock

Yates No. 341 Band Resaw

AS a medium capacity resaw, the Yates No. 341 has proved its superiority in the many mills in which it has been installed. It has been a leader in its line for 10 years—very few changes having been found necessary since the first machine was built.

The "341" has extraordinary capacity for its size. It is a happy combination of compactness and durability. All adjustments are conspicuous, easily manipulated and accurate. It is equipped with the famous Yates belt variable speed device, the most perfect feed roll drive for a band resaw ever developed. Rolls may be tilted for bevel sawing. Eight feed rates, up to 185 feet per minute, provided.

Send to-day for detailed Circular.

P. B. Yates Machine Co. Ltd.

HAMILTON, ONT. CANADA

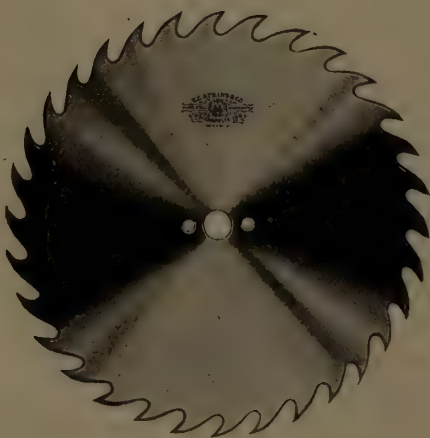
U. S. PLANT—BELOIT, WIS.



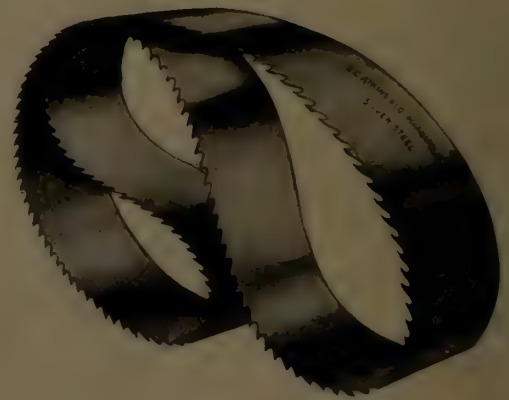
ATKINS STERLING QUALITY SAWS



HE'S a logger alright, and he knows a thing or two about saws. He says he knew it was an "ATKINS" without looking at the Trade Mark. He hasn't spent years in the woods without learning to know when it's an ATKINS Cross-cut he's pulling. They will all tell you that ATKINS Saws run easier, keep their edge longer, and cut faster; in fact, they are general favorites among woodsmen.



As a user of Cross-Cut Saws you owe it to yourself to investigate the truthfulness of these statements. Give ATKINS CROSS-CUT SAWS a practical test. Put them into operation and keep a careful record of the results as compared with any other saw you have been using. Compare, First, the ease with which they run; Second, their speed; Third, the amount of timber they will cut, and lastly, the length of time they will run without refiling.



Send for Free Catalogue

E. C. ATKINS & CO.

Factory: HAMILTON, ONT. Branch: 109 Powell St., VANCOUVER, B.C.



Home in Kingston Roofed with Brantford Asphalt Slates

Beauty, Fire-Resistance, Economy combined in this Roofing

The roofing that is being sold more and more throughout Canada not only for barns and small buildings, but for the most expensive homes, churches, golf clubs and public buildings, is Brantford Asphalt Slates.

Brantford Asphalt Slates are made from a special grade of long fibred felt which is exceedingly absorbent. This is thoroughly saturated and coated with Asphalt and surfaced with crushed slate, which is imbedded so firmly to the Asphalt that it cannot even be kicked off with the heel. This makes a splendid surface of beautiful reddish brown and dark green—a surface that never fades.

This grade of roofing is sold in three different forms. Brantford Asphalt Slates, Brantford Asphalt Slab Slates and Brantford Crystal Roofing.

The Slabs are really 4 slates in one and save time in roofing a large building

Crystal Roofing is the same material as the Slates, only in roll form, and is especially adapted for barns and out-buildings requiring a permanent protective covering.

Asphalt is one of the most water-proof materials known, and Brantford Asphalt Slates being non-absorbent do not become water soaked or rot, neither do they crack or fall off. They possess one great advantage over any other roofing made, in that they cement together under the heat of the sun and form a solid, pavement-like surface on the roof, under which no rain or snow can drive, and no individual slates become loose or fall off. Highly recommended by prominent and experienced builders.

Brantford Asphalt Slates

will be used extensively in the future, and will play a big part in the great Period of Reconstruction which is just beginning.

Lumber dealers will find this a most profitable line to handle. Customers will buy it when ordering lumber, and

it not only develops into a profitable sideline, but also brings new customers and helps increase your lumber sales. At least put in a small stock of this roofing. You'll need no urging to send a larger repeat order.

Let us send you full information, prices and samples.

Brantford Roofing Co., Limited

Head Office and Factory: BRANTFORD, ONT.

Branches at Toronto, Montreal, Halifax, Winnipeg

Original "Dunbar" Machines

We are the original and the only makers of "Dunbar" Shingle Machines, Lath Machines, Clapboard Machines, Steam and Gasoline Logging Engines. Each is the best for its particular work. Are you using the best?

Lath Machine

From our many years of experience we evolved this "Dunbar" Original Lath Machine. Every improvement that could be suggested, every time-tested idea for the betterment of product and for greater speed, has been incorporated in this machine. We believe it has no equal, and there are a great number of mill men throughout Canada who share this belief with us. Carefully constructed of high grade materials and designed to work steadily under the hardest conditions.

Steam and Gasoline Logging Engines

Conditions in Canada necessitate an engine that will stand any amount of strain and hard work in the lumber industry. With this idea in mind we have brought out the "Dunbar" engines perhaps a little stronger than is really needed. They do their work easily and willingly, and stand a great amount of hard usage. Built entirely in Canada for the Canadian lumber trade.

Clapboard Machine

You will need no excuse for the quality of your product if you use the original "Dunbar" Clapboard Machine. Expert in every detail. This machine will give you the very best service under most trying conditions. It will turn out work without delays. It will need practically no repairs and will increase your output. We cannot recommend it too highly because it is giving this very service to lumbermen in all parts of this country.

Send for catalogues of any or all of these machines.

Dunbar Engine & Foundry Co.

WOODSTOCK, N.B.

ONTARIO

Canada's Banner Province



Ontario's timber production last year valued at \$26,774,937 or 40% of Canada's total output.

Pine production, 905,442,000 ft. B.M.

Pulpwood, 246,282 cords.

Railway Ties, 5,704,459.

Ontario's woodworking industries, using 34 different kinds of wood, provide a ready market for the lumberman. Eighty-two per cent. of lumber used in Ontario's industries purchased within the Province.

Ontario's vast resources offer unsurpassed opportunities to the lumberman.

For maps and full information regarding Ontario, apply to

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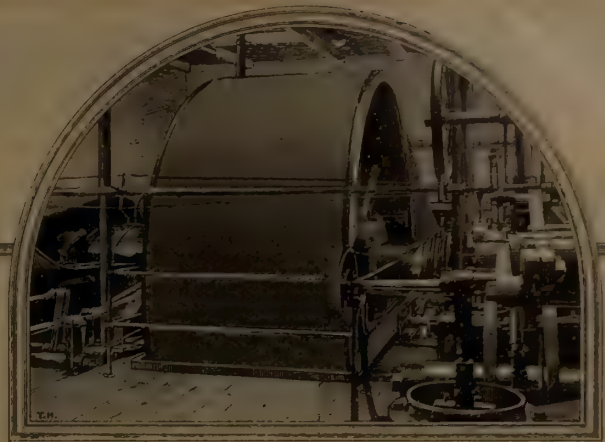
Minister of Lands, Forests and Mines.

Ideas and Suggestions for Interior Trim

Read the series of Illustrated articles on the above subject by W. H. Shaw now running in the Canadian Woodworker. Subscription price of this publication, 100 pages monthly, One Dollar a year.

Order from

Woodworker Publishing Co., Limited
343 Adelaide St. West, TORONTO



This is an 80-inch 3-ply Heart Brand Belt in a Massachusetts paper mill. It began its service in 1911. It carries 1100 horse-power. The cost of transmitting a horse-power a week is \$.0045.

The Test of Adaptability

For some materials there is no substitute. Such, for instance is leather for belting. Its superiority for all the major requirements is recognized by transmission experts. The belt shown above, for instance, was transferred from one drive to another—lengthened by splicing, and cut down 2 inches in width—an adaptation that is only possible with leather.

The advantages of leather for transmission are developed to their maximum in Graton & Knight Standardized Series Leather Belts. Write for booklet on standardization as applied to belting.

THE GRATON & KNIGHT MFG. CO.

Oak Leather Tanners and Belt Makers,
WORCESTER, MASSACHUSETTS, U.S.A.

CANADIAN GRATON & KNIGHT, Limited, Montreal, Canada

Representatives in Canada:

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GRATON & KNIGHT

Standardized Series

LEATHER BELTING



GATES PATENT FIRE BOX LINING

Makes your fire box air tight, thus reducing heat losses to a minimum. This means raising the temperature of your fire so that you develop more power using the same amount of fuel.

We manufacture all kinds of special shapes of fire brick embodied with the best grade materials, and burnt by experts.

When your waste lumber burner requires new lining, consult us re special shape to replace fire brick.

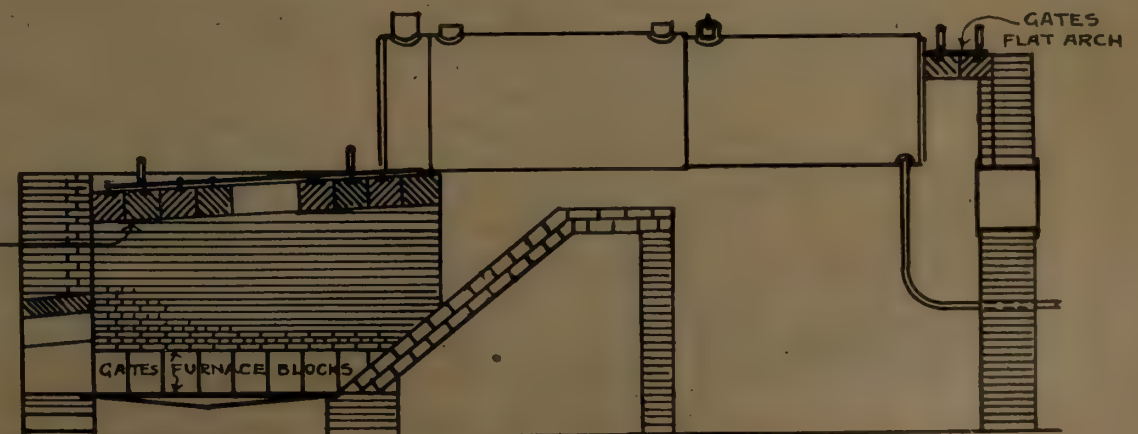
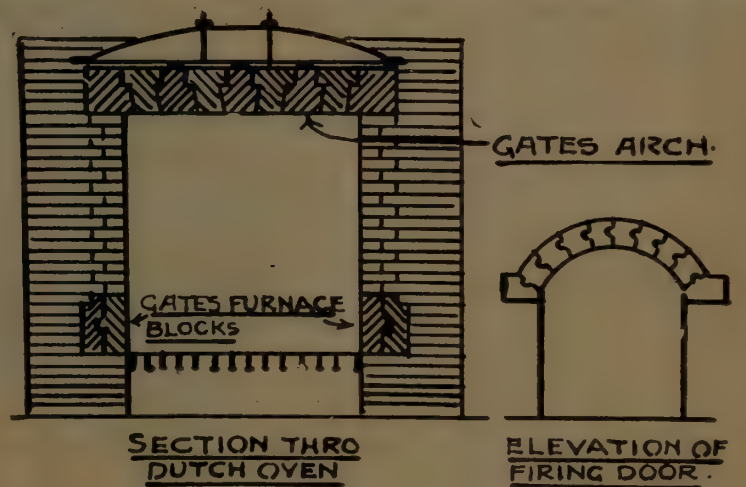
We cut down costs of installation and give longer life to your lining.

John W. GATES

Engineering Contractors Limited

Specializing in
Boiler Setting and Furnace Brickwork

382 St. James Street, - MONTREAL



GATES ARCH FOR DUTCH OVEN SETTING

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General Supply Co. of Canada, Ltd.
Syracuse Smelting Works

BALE TIES

Laidlaw Bale Tie Company.

BALL BEARINGS

Chapman Double Ball Bearing Co.

BAND MILLS

Hamilton Company, William.
Waterous Engine Works Company.
Yates Machine Company, P. B.

BAND RESAWS

Mershon & Company, W. B.

BELT CEMENT

Graton & Knight Mfg. Company.

BELT DRESSING

Atlas Asbestos Company, Ltd.
General Supply Co. of Canada, Ltd.
Graton & Knight Mfg. Company.

BELTING

Atlas Asbestos Company, Ltd.
Beardmore Belting Company
Canadian Consolidated Rubber Co.
General Supply Company
Goodhue & Co., J. L.
Goodyear Tire & Rubber Co.
Graton & Knight Mfg. Company.
Gutta Percha and Rubber Company.
Manhattan Rubber Mfg. Co.
D. K. McLaren Limited.
McLaren Belting Company, J. C.

BELTING (Transmission, Elevator, Conveyor, Rubber)
Dunlop Tire & Rubber Goods Co.

BLOWERS

Sheldons Limited.
Toronto Blower Company.

BOILERS

Hamilton Company, William.
Jenckes Machine Company.
Marsh Engineering Works, Limited
Waterous Engine Works Company.

BOILER PRESERVATIVE

Beveridge Paper Company

BOX MACHINERY

Garlock-Walker Machinery Co.
Morgan Machine Company.
Yates Machine Company, P. B.

BOX SHOOKS

Davison Lumber & Mfg. Company

CABLE CONVEYORS

Jeffrey Manufacturing Company.
Jenckes Machine Company, Ltd.
Waterous Engine Works Company.

CAMP SUPPLIES

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Davies Company, William.
Dr. Bell Veterinary Wonder Co.
Harris Abattoir Company
Johnson, A. H.
Turner & Sons, J. J.
Woods Manufacturing Company, Ltd.

CANT HOOKS

Canadian Warren Axe & Tool Co.
General Supply Co. of Canada, Ltd.
Pink Company, Thomas.

CARS—STEEL BODY

Marsh Engineering Works, Limited

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Fesserton Timber Co.
Foss Lumber Company
Genoa Bay Lumber Company
Muir & Kirkpatrick.
Long Lumber Company.
Terry & Gordon.
Thurston-Flavelle Lumber Company.
Vancouver Lumber Company.
Victoria Lumber and Mfg. Co.

CHAINS

Canadian Link-Belt Company, Ltd.
General Supply Co. of Canada, Ltd.
Hamilton Company, William.
Jeffrey Manufacturing Company.
Jenckes Machine Company, Ltd.
Pink & Co., Thomas.
Waterous Engine Works Company.
Williams Machinery Co., A. R., Vancouver.

CHINA CLAY

Bowater & Sons, W. V.

CHEMICAL PLANTS

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Grant, Holden & Graham.
Kitchen Overall & Shirt Company
Woods Mfg. Company

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American Pad & Textile Co.

COLLARS (Shaft)

Bond Engineering Works

CONVEYOR MACHINERY

Canadian Link-Belt Company, Ltd.
Canadian Mathews Gravity Carrier Company.
General Supply Co. of Canada, Ltd.
Jeffrey Mfg. Co.
Waterous Engine Works Company.

CORDAGE

Consumers Cordage Company.

COTTON GLOVES

American Pad & Textile Co.

COUNTERSHAFTS

Bond Engineering Works

COUPLINGS (Shaft)

Bond Engineering Works
Jenckes Machine Company, Ltd.

CRANES FOR SHIP YARDS

Canadian Link-Belt Company.

CROSS ARMS

Genoa Bay Lumber Company

CUTTER HEADS

Shimer Cutter Head Company.

CYPRESS

Blakeslee, Perrin & Darling
Chicago Lumber & Coal Company.
Long Lumber Company.
Wistar, Underhill & Nixon.

DERRICKS AND DERRICK FITTINGS

Marsh Engineering Works, Limited

DOORS

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Long Lumber Company.
Mason, Gordon & Co.
Rutherford & Sons, Wm.
Terry & Gordon.

DOUGLAS FIR

Allan-Stoltze Lumber Co.
British American Mills & Timber Co.
Coal Creek Lumber Company.
Fesserton Timber Co.
Foss Lumber Company
Grier & Son, G. A.
Heeney, Percy E.
Knox Brothers.
Long Lumber Company.
Mason, Gordon & Co.
Shearer Company, Jas.
Terry & Gordon.
Timberland Lumber Company.
Timms, Phillips & Co.
Vancouver Lumber Company.
Victoria Lumber and Mfg. Co.

DRAG SAWS

Gerlach Company, Peter
Pennoyer & Company, J. C.

DRY KILNS

Sheldons Limited.

DRYERS

Philadelphia Textile Mach. Company.

DUST COLLECTORS

Sheldons Limited.
Toronto Blower Company.

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Garlock-Walker Machinery Co.
Green Company, G. Walter
Haight, W. L.
Long Mfg. Company, E.
Waterous Engine Works Company.
ELEVATING AND CONVEYING MACHINERY
Canadian Link-Belt Company, Ltd.
Jeffrey Manufacturing Company.
Jenckes Machine Company, Ltd.
Waterous Engine Works Company.

ENGINES

Hamilton Company, William.
Jenckes Machine Company.
Waterous Engine Works Company.

EXCELSIOR MACHINERY

Elmira Machinery and Transmission Company.

EXHAUST FANS

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Reed & Company, Geo. W.
Sheldons Limited.
Toronto Blower Company.

EXHAUST SYSTEMS

Reed & Company, Geo. W.
Sheldons Limited.
Toronto Blower Company.

FILES

Disston & Sons, Henry.
Simonds Canada Saw Company.

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Beveridge Paper Company
Elk Fire Brick Company of Canada.

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Pyrene Mfg. Company.
Waterous Engine Works Company.

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Rutherford & Sons, Wm.

FLOORING (Oak)

Long-Bell Lumber Company.

GEARS (Cut)

Smart-Turner Machine Co.

GRATE BARS—Revolving

Beveridge Paper Company

GRAVITY LUMBER CARRIER

Can. Mathews Gravity Carrier Co.

GRINDERS (Bench)

Bond Engineering Works
Garlock-Walker Machinery Co.

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Atlantic Lumber Co.
Bartram & Ball.
Bennett Lumber Company.
Blakeslee, Perrin & Darling
Cameron & Co.
Cardinal & Page
Davison Lumber & Mfg. Company
Dunfield & Company
Edwards & Co., W. C.
Fassett Lumber Company.
Fesserton Timber Co.
Fraser Limited.
Gillespie, James.
Gloucester Lumber Company
Grier & Son, G. A.
Heeney, Percy E.
Knox Brothers.
Long Lumber Company.
McLennan Lumber Company.
Moore, Jr., E. J.
Nicholson & Co., E. M.
Pedwell Hardwood Lumber Co.
Powell-Myers Lumber Co.
Russell, Chas. H.
Spencer Limited, C. A.
Stearns & Culver Lumber Co.
Summers, James R.
Taylor Lumber Company, S. K.
Webster & Brother, James.

HARDWOOD FLOORING MACHINERY

American Woodworking Machinery Company
Garlock-Walker Machinery Co.

HANGERS (Shaft)

Bond Engineering Works

HARDWOOD FLOORING

Grier & Son, G. A.
Long Lumber Company.

HEMLOCK

Anderson Lumber Company, C. G.
Bartram & Ball.
Bourgouin, H.
Callander Sawmills
Canadian General Lumber Company
Cane & Co., Jas. G.
Davison Lumber & Mfg. Company
Dunfield & Company
Edwards & Company, W. C.
Fesserton Timber Co.
Foss Lumber Company
Grier & Son, G. A.
Hart & McDonagh.
Long Lumber Company.
Mason, Gordon & Co.
Spencer Limited, C. A.
Terry & Gordon.
The Long Lumber Company.

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General Supply Co. of Canada, Ltd.
Marsh Engineering Works, Limited

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Union Stock Yards.

HOSE

Dunlop Tire & Rubber Goods Co.
General Supply Co. of Canada, Ltd.
Goodyear Tire & Rubber Co.
Gutta Percha and Rubber Company.

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Rankin Benedict Underwriting Co.

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Hay & Co.
Mason, Gordon & Co.
Renfrew Planing Mills.
Terry & Gordon.

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Peter Hay Knife Company.
Simonds Canada Saw Company.
Waterous Engine Works Company.

LATH

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Callander Sawmills
Canadian General Lumber Company
Cane & Co., Jas. G.
Cardinal & Page
Dupuis Limited, J. P.
Eagle Lumber Company.
Fraser Limited.
Fraser-Bryson Lumber Company.
Genoa Bay Lumber Company
Gloucester Lumber Company
Grier & Son, G. A.
Harris Tie & Timber Company, Ltd
Long Lumber Company.
McLennan Lumber Company.
New Ontario Colonization Company
River Ouelle Pulp and Paper Co.
Spencer Limited, C. A.
Terry & Gordon.
Union Lumber Company.
Victoria Harbor Lumber Company.

LATH BOLTERS

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General Supply Co. of Canada, Ltd.
Green Company, C. Walter.

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General Supply Co. of Canada, Ltd.
Jeffrey Manufacturing Company.
Jenckes Machine Company, Ltd.
Climax Manufacturing Company.
Montreal Locomotive Works.

LATH TWINE

Consumers' Cordage Company.

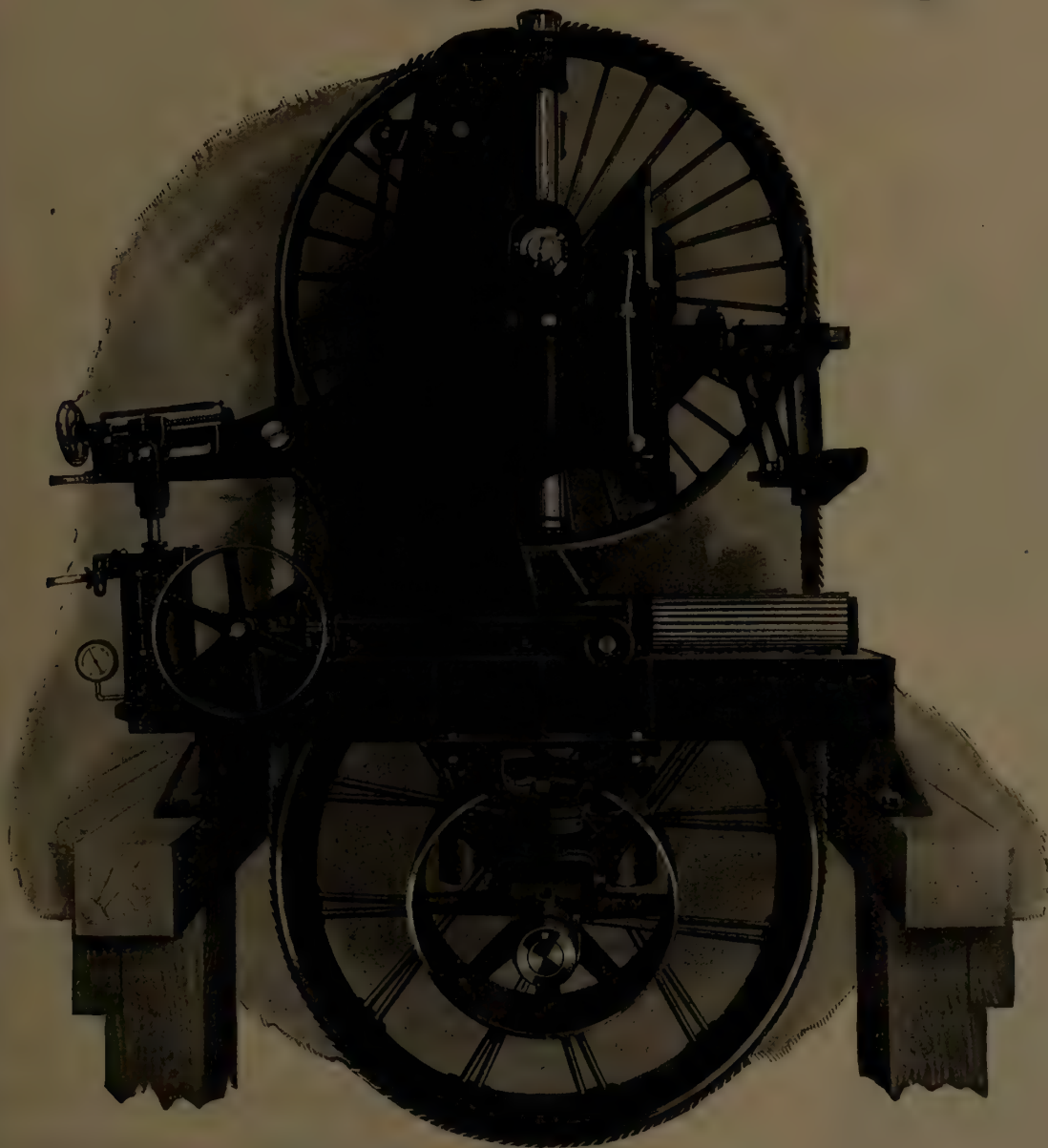
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Sessenwein Brothers.

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Bond Engineering Works

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Callander Sawmills
Cameron & Co.
Canadian General Lumber Company
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Cardinal & Page
Chicago Lumber & Coal Company.
Cleveland-Sarnia Sawmills Company.
Davison Lumber & Mfg. Co.
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Dudley, Arthur N.
Dunfield & Company
Eagle Lumber Company.
Edwards & Co., W. C.
Excelsior Lumber Company.
Fesserton Timber Company
Fraser-Bryson Lumber Company.
Fraser Limited.
Gillies Brothers Limited.
Gloucester Lumber Company
Gordon & Co., George.
Grier & Son, G. A.
Harris Tie & Timber Company, Ltd.
Hart & McDonagh.
Hettler Lumber Company, Herman H.
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Long Lumber Company.
Mason, Gordon & Co.
McLennan Lumber Company.
Montreal Lumber Company.
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Muir & Kirkpatrick.
Parry Sound Lumber Company.
Russell, Chas. H.
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Terry & Gordon.
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Jeffrey Manufacturing Company
Jenckes Machine Company, Ltd.
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Jenckes Machine Company, Ltd.
Smart-Turner Machine Company
Waterous Engine Works Company

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Sessenwein Bros.

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Dunlop Tire & Rubber Goods Co.
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Gutta Percha & Rubber Company

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Disston & Sons, Henry
General Supply Co. of Canada, Ltd.
Gerlach Company, Peter
Green Company, G. Walter
Hoe & Company, R.
Shurly-Dietrich Company
Simonds Canada Saw Company

SAW MILL LINK-BELT
Williams Machinery Co., A. R., Vancouver.

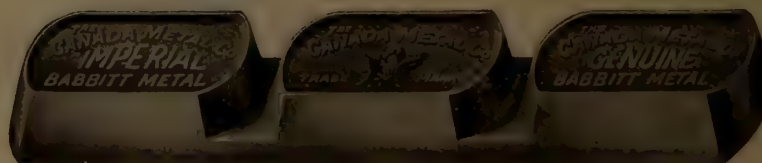
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Dunbar Engine & Foundry Co.
Firstbrook Bros.
General Supply Co. of Canada, Ltd.
Haight, W. L.
Hamilton Company, William
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Foss Lumber Company
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Grier & Son, G. A.
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Mason, Gordon & Co.
McLennan Lumber Company.
Miller Company, Ltd., W. H.
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Reed & Company, Geo. W.
Waterous Engine Works Company.

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Cane & Co., Jas. G.
Cardinal & Page
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Donogh & Co., John.
Dudley, Arthur N.
Dunfield & Company
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Foss Lumber Company
Fraser Limited.
Fraser-Bryson Lumber Company.
Gillies Brothers.
Gloucester Lumber Company
Grant & Campbell.
Grier & Son, G. A.
Hart & McDonagh.
Lauder, Spears & Howland.
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Mason, Gordon & Co.
McLennan Lumber Company.
Muir & Kirkpatrick.
New Ontario Colonization Company.
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TENTS
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Woods Mfg. Company

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Austin & Nicholson.
Harris Tie & Timber Company, Ltd.
Long Lumber Company.
McLennan Lumber Company.
Terry & Gordon.

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Cant & Kemp.
Farnworth & Jardine.
Hillas & Co., W. N.
Hunter, Herbert F.
Smith & Tyrer, Limited

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Sewall, James W.

TIMBER LANDS
Department of Lands and Forests.

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British War Mission

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General Supply Co. of Canada, Ltd.
Jenckes Machine Company, Ltd.
Jeffrey Manufacturing Company.
Waterous Engine Works Company.

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Green Company, C. Walter
Waterous Engine Works Company

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West & Peachey.

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Jenckes Machine Company, Ltd.

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veneer DRYERS
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veneer MACHINERY
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Mason Regulator & Engineering Co.

WATERPROOFING
Beveridge Paper Company

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Jenckes Machine Company, Ltd.

WIRE
Laidlaw Bale Tie Company.

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Garlock-Walker Machinery Co.
General Supply Co. of Canada, Ltd.
Jeffrey Manufacturing Company.
Long Manufacturing Company, E.
Mershon & Company, W. B.
Waterous Engine Works Company.
Yates Machine Company, P. B.

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The Carriage illustrated is our No. 40 three block outfit. Knees recede 40 inches from the saw line. May be furnished in any number of head blocks or axles, also with steam set works attached to either our No. 3 or No. 4 set. This is one of the most substantial carriages ever designed, and is well known for its efficiency throughout the lumber industry of Canada

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Throw Out Those Old Valves!!

Don't tolerate kicking or leaking valves on your Steam Feed. Just as sure as your valves kick, your cutting capacity is going to take a drop. The Sawyer "feels" his work through his lever. A kicking valve scares him off his work; a leaking valve won't let him do his best. Both kinds are money losers for you.

WATEROUS VERTICAL STEAM FEED VALVES

Will neither kick nor leak

In the first place, the vertical position of this new valve allows perfect drainage into the exhaust port at the bottom. Should the connection break the valve drops of its own weight and shuts off the steam. That's a **safety** feature.

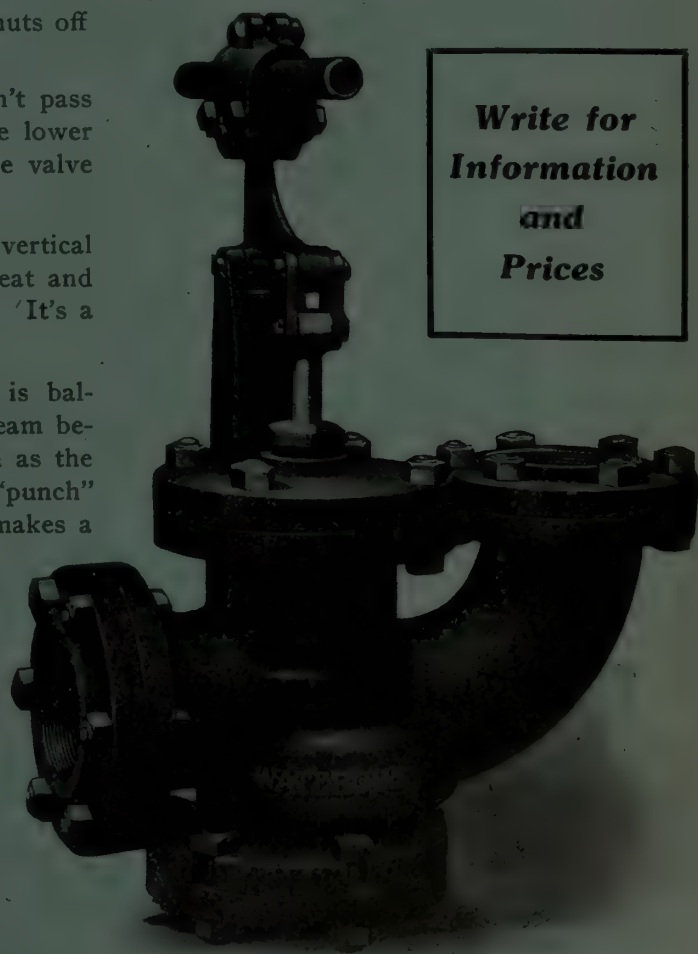
Then, the exhaust—mostly water—doesn't pass through the valve plug, but through the lower part of the valve chest. That's why the valve **cannot kick**.

And—most important of all—with the vertical valve there is no weight on the valve seat and consequently **no wear** and **no leakage**. It's a **real** steam conserver.

Further, the Waterous Vertical Valve is balanced to work easy, there is no dead steam between it and the cylinder. Just as soon as the sawyer moves his lever he gets the full "punch" of the live steam on his piston. That makes a **fast, quick-acting, satisfactory feed**.

If yours isn't that kind now, attach Waterous Vertical Valves and see what a difference they will make.

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